

F1 British GP battle



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13 JULY 2023

BRITISH GP SPECIAL

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LEWIS HAMILTON



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A feel-good British GP despite the predictable winner

Aston Martin (five times), Mercedes (twice), Ferrari (twice) and now McLaren. If you remove the incredible Red Bull RB19 from the 10 Formula 1 races held so far in 2023, there would be quite a few different winners and a fascinating title contest. And Lando Norris would now be a grand prix victor after an impressive drive in front of his home fans at Silverstone.

As Alex Kalinauckas reports on page 16, the British Grand Prix was one of the better races of the season so far, helped by the unexpected turn of speed from McLaren and its latest updates (p27). But Max Verstappen and Red Bull remain firmly out front, with the team set to break McLaren's record of 11 consecutive victories if it can continue its momentum at the Hungaroring later this month.

There have been calls in some quarters for changes to stem the Red Bull tide, but that's not meritocratic. We don't want Balance of Performance, handicaps or points tweaks to artificially affect the playing field. What we do want is for Aston, Mercedes, Ferrari McLaren *et al* to keep pushing. Just as Red Bull chased and finally stopped the Merc steamroller, the team that catches Red Bull will truly have achieved something. We might just have to wait a while...

Having had its dominance ended at Le Mans last month (with a little help from BoP), Toyota reasserted itself over Ferrari at Monza last weekend. Turn to p32 for our World Endurance Championship report, including a world title being clinched in July. Even Verstappen and Red Bull haven't managed to do that!



Kevin Turner

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Steven Tee; Andy Hone; Motorsport Images

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PIT + PADDOCK



F1 gives 24-round calendar another

FORMULA 1

Formula 1 is to have another crack at a 24-event calendar next year, and has announced its schedule for the season.

The Chinese Grand Prix is once again set to return after a string of COVID-enforced cancellations, and Imola is back on the list following the devastating regional floods that put paid to the 2023 edition of the race. But, for the first time since 2019, there won't be a fresh addition to the running order in the form of either a brand-new circuit or a return for an old classic such as Zandvoort in 2021.

Bahrain will once again host pre-season testing, which is pencilled in for 21-23 February before the Sakhir curtain raiser

takes place on 2 March. This will be followed by the Saudi Arabian GP a week later. Most notably, both races will take place on a Saturday in order to accommodate Ramadan. Then, following a return to Australia, the Japanese GP will swap its September/October berth of recent times for a 7 April slot to avoid typhoon season. This move, along with shuffling Azerbaijan to 15 September and placing Qatar at the front of a double-header with the Abu Dhabi season finale (8 December) is all part of an effort to move towards greater calendar regionalisation.

F1 hopes that this will reduce logical burdens and help boost the championship's sustainability credentials. But it has acknowledged a need to be "realistic to

the fact that as a world championship, with climatic and contractual constraints, there will always be travel required that cannot be completely regionalised". Perhaps that explains why Autosport has worked out that, at a staggering 120,823 miles, the estimated distance to cover the entire season will be only 7% down on 2023.

F1 CEO Stefano Domenicali said: "There is huge interest and continued demand for Formula 1, and I believe this calendar strikes the right balance between traditional races and new and existing venues. I want to thank all of the promoters and partners for their support and effort to achieve this great schedule. Our journey to a more sustainable calendar will continue in the coming years as we further streamline operations as part of our Net Zero 2030 commitment."

FIA president Mohammed Ben Sulayem added: "We want to make the global spectacle of Formula 1 more efficient in terms of environmental sustainability and more manageable for the travelling staff who dedicate so much of their time to our sport. Stefano Domenicali and his team have done a great job to both bring in new and exciting venues in emerging markets for Formula 1 and stay true to the sport's long and remarkable heritage."

Also of note, the British GP will return to Silverstone across the 5-7 July weekend to complete a Spain-Austria-UK triple-header.



Will Suzuka move to April decrease the chance of rain?

F1 CALENDAR 2024		
RD	VENUE	DATE
1	Sakhir (BHR)	2 March
2	Jeddah (SAU)	9 March
3	Melbourne (AUS)	24 March
4	Suzuka (JPN)	7 April
5	Shanghai (CHN)	21 April
6	Miami (USA)	5 May
7	Imola (ITA)	19 May
8	Monte Carlo (MCO)	26 May
9	Montreal (CAN)	9 June
10	Barcelona (ESP)	23 June
11	Red Bull Ring (AUT)	30 June
12	Silverstone (GBR)	7 July
13	Hungaroring (HUN)	21 July
14	Spa (BEL)	28 July
15	Zandvoort (NLD)	25 August
16	Monza (ITA)	1 September
17	Baku (AZE)	15 September
18	Marina Bay (SGP)	22 September
19	Austin (USA)	20 October
20	Mexico City (MEX)	27 October
21	Interlagos (BRA)	3 November
22	Las Vegas (USA)	23 November
23	Losail (QAT)	1 December
24	Yas Marina (ARE)	8 December

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shot for 2024

The more inconvenient Austin-Mexico City-Interlagos hat-trick remains. A Spa weekend (26-28 July) concludes the first half of the season before the summer break. The action resumes at Zandvoort across 23-25 August.

Mercedes driver George Russell said of the new dates in his diary: "I think we're in a really great place at the moment as a sport. But I think it is challenging – we can't keep adding more commitments, more races. More, more, more. There's got to be a point that if you're adding something, somewhere something has got to be taken off. And maybe, I know for myself at the moment, we're just adding more races, we're not having less commitments. If we [drivers] didn't have any other commitments, we'd be happy to race every weekend, I'm sure."

Working in F1 – whether as a team engineer, caterer, representative of the media etc – is at times an enormous privilege that makes many rightly envious. But there is no shortage of people reporting 'burnout' in the paddock from the workloads and excessive time away from family and friends. Some teams have moved to rotate more staff to offer some degree of respite. But this endeavour has now been limited as a side-effect of the cost cap, which works to restrict what ultimate headcounts can be.

MATT KEW

Ricciardo returns to grid with AlphaTauri in place of de Vries

FORMULA 1

Daniel Ricciardo is to make a shock return to the Formula 1 grid with AlphaTauri from next week's Hungarian Grand Prix, replacing the ousted Nyck de Vries.

On Tuesday it emerged that de Vries had been dismissed after just 10 grands prix following a disappointing start to his full-time F1 career with the Italian squad. AlphaTauri later confirmed the Dutchman's exit and announced that Red Bull third driver Ricciardo will step into his seat alongside Yuki Tsunoda for the remainder of the 2023 season.

"I'm very pleased to welcome Daniel back into the team," added team boss Franz Tost. "There's no doubt about his driving skills, and he already knows many of us, so his integration will be easy and straightforward. The team will also profit a lot from his experience, as he is an eight-time Formula 1 grand prix winner.

"I would like to thank Nyck for his valuable contribution during his time with Scuderia AlphaTauri and I wish him all the best for the future."

Ricciardo returned to the Red Bull fold as a third driver after losing his McLaren drive at the end of last season, one year before the end of his contract. The 34-year-old Australian opted to take a sabbatical to recharge his batteries after a punishing stint with the Woking team, but has been keeping race-ready and completed his first test with the current Red Bull RB19 on Tuesday.

Ricciardo has now been handed 12 races at AlphaTauri to prove to Red Bull that he has been able to rebuild himself, potentially with a view to challenging Sergio Perez for the Red Bull seat alongside Max Verstappen.



GALLOWAY/MOTORSPORT IMAGES

Ricciardo previously drove for AlphaTauri in its Toro Rosso guise in 2012 and 2013 before earning a promotion to Red Bull's main team.

Alongside fellow rookie Logan Sargeant, de Vries was the only driver yet to register points in 2023. His cause wasn't helped by AlphaTauri underperforming with this season's AT04, which has left the team last in the constructors' championship with just two points. But Red Bull's patience, and in particular that of driver advisor Helmut Marko, with the former F2 and FE champion was wearing thin.

Red Bull team boss Christian Horner said: "It is great to see Daniel hasn't lost any form while away from racing and that the strides he has been making in his sim sessions translate on track. His times during the tyre test were extremely competitive. It was a very impressive drive and we are excited to see what the rest of the season brings."

FILIP CLEEREN



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Prodigal son
Ricciardo is
back in the fold

Wheel-arch tests to improve rain spray problem

FORMULA 1

Mercedes and McLaren were due to spend today (Thursday) testing with wheel arches on an artificially wetted Wellington Straight at Silverstone. This run on the National Circuit has been conceived to allow the FIA to gather data on whether Formula 1 should adopt mudguards to allow track sessions to go ahead in situations that would otherwise be rained off due to poor visibility.

The test follows the death of Formula Regional European by Alpine driver Dilano van't Hoff at a sodden Spa this month, but was originally inspired by the farcical handling of the 2021 Belgian Grand Prix, for which only one lap was officially completed before a result declared.

Mercedes has produced the component, which has been designed by the FIA. Only its W14 will have them fitted for the test. The McLaren will run with its front and rear wheels fully exposed to provide a



back-to-back assessment of how spray is distributed. The governing body will film the running and study how the arches impact airflow to the following car.

Should they pass muster, wheel arches could be introduced down the single-seater ladder, although expect aerodynamic development to be outlawed. When required, a race would be stopped so that the devices could be fitted. They would remain in place as the track dries.

F1 drivers have largely welcomed the

test. "We can't see anything in heavy wet weather," said Lance Stroll. "It's extremely dangerous if someone has an incident in front of you and is sideways in the middle of the track. You can't see where you're going."

"I don't think we should be racing like that, so it definitely is something that if it works, has to be put on the cars as quickly as possible. If it doesn't work, we shouldn't be putting ourselves in situations where we're racing in conditions where we can't see."

ADAM COOPER & ALEX KALINAUCKAS

F1 teams raise Brexit concerns at Downing Street

FORMULA 1

The team principals of the seven UK-based Formula 1 teams and championship CEO Stefano Domenicali visited Downing Street last week to highlight the £10billion annual contribution the series makes to the national economy while stressing the logistical challenges that Brexit has triggered. They met with the Secretary of State for DCMS (Department for Digital, Culture, Media and Sport) Lucy Frazer, as well as advisers to the Prime Minister.

Williams boss James Vowles explained the red tape: "We're doing a couple of hundred carnets at the moment to move items in and out. One of the restrictions that imposes is, for example, that should we go to Imola, which is what we



did, and items gets damaged, you still have to return everything back to the UK.

"Furthermore, in terms of calendar construct, you can't go UK, Imola, Canada, for example. You have to go UK, Imola, and back to the UK to clear items under carnet and

then on to other countries. So, there's a movement of componentry that isn't helpful at the moment to the sport, including optimising the calendar. Plus, there's movement of people as well, which is difficult. So, there's elements of more

latency, and more lost time getting through airports on both sides than there were previously."

It is understood that F1 teams have pushed the government to consider similar exemptions to those allowed for musicians when it comes to transporting instruments on tours.

Vowles added: "It was a very good conversation and I think it's certainly, from what I understand, the first time we've engaged really well with government. They understand where British motorsport is. They are supportive of it. There are various items in place, for example, for musicians. I know it's one musical instrument and there's a little bit more freedom around that, but there's discussions on whether that can apply to motorsport."

JONATHAN NOBLE



PITT & PADDOCK Fictional F1 team Apex GP lined up on the grid at the British Grand Prix last Sunday, while Brad Pitt and co-star Damson Idris joined the 20 Formula 1 drivers for the national anthem ceremony as filming for the forthcoming Lewis Hamilton-guided Apple TV blockbuster continued. They were joined by James Bond baddie actor Javier Bardem, who has been cast as a Lawrence Stroll-type bearded team owner. Ferrari’s Carlos Sainz seized his chance to make a cameo by greeting the two ‘drivers’ while cameras were rolling. Only he used the actors’ real names rather than their characters’, so the footage may well end up on the cutting room floor! **Photograph by Galloway/Motorsport Images**



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Symonds says Verstappen is out of date on “terrible” 2026 cars

FORMULA 1

Formula 1 chief technical officer Pat Symonds has hit back at Max Verstappen bemoaning his “pretty terrible” impression of driving a 2026-spec grand prix car in the simulator. The double world champion reckoned he was forced to shift down gears on a straight to recharge the battery, as F1 plans to adopt a 50:50 power split between electric drive and the internal combustion engine.

But Symonds says that Verstappen was running with obsolete data. He insists that the computer simulations have accelerated significantly since, meaning the car model is now performing completely differently. “We needed to get a set of regulations out

for the engine, and put some energy management numbers in there,” he explained. “They were very immature. We knew that they wouldn’t work, and we knew that they needed to be developed. Where we’ve got to in the nine months since is transformational.

“The performance profile of a 2026 car in simulation now doesn’t look terribly different to 2023. So, all of this thing about hitting the top speed in the middle of the straight, it’s not like that anymore. You have to bear in mind that these cars don’t reach top speed at the end of the straight anymore. So, all this thing about changing down gears on the straight simply isn’t true.”

JONATHAN NOBLE



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Isotta Fraschini debut set for delay until 2024



WEC

The new Isotta Fraschini Le Mans Hypercar is looking increasingly unlikely to race this year. The revived Italian marque hasn't ruled out taking part in the Bahrain World Endurance Championship finale on an invitational basis, but it has stressed that development and homologation of the Tipo 6 LMH Competizione will take priority.

Isotta motorsport boss Claudio Berro described racing in Bahrain in November as "not mandatory", which really means it is not essential for the programme as it gears up for a full-season entry with a single car run by the British Vector Sport team in 2024. Sources indicate that a

race outing this year, which had been planned for Monza last weekend, is now highly unlikely.

Whatever happens, the first Tipo 6 will travel to the Middle East at the end of the year. Berro revealed that testing in Bahrain is being scheduled in the wake of the WEC race on 4 November. It is then planned that the car will run at the Losail circuit in Qatar, scene of next year's season-opener in March, in early December at a group test along with Toyota, BMW and Porsche.

"We will be in Bahrain at the end of the year, but we don't know yet if we will race or just test," explained Berro. "Racing is the target, but we still have to homologate the car and we still don't have the car in

its final specification."

WEC rulemakers the FIA and the Automobile Club de l'Ouest have demanded that the car be fully homologated if it is to race in Bahrain. That rule also covers the traditional WEC rookie test the day after the race.

The Isotta LMH was demonstrated on track over the course of last weekend's Monza WEC round (above). The car ran along with the trackday Pista version of the car on Saturday and Sunday, with Marco Bonanomi, Jean-Karl Vernay and Andrea Montermini handling the driving duties. It also showed a model of a road-going Tipo 6 dubbed the Stradale.

GARY WATKINS

Glickenhaus unsure on Fuji, Bahrain

WEC

Glickenhaus has yet to commit to taking part in the remaining two rounds of the World Endurance Championship. Team founder Jim Glickenhaus is again saying that its participation in the Fuji and Bahrain events in September and November respectively is dependent upon it attracting backing to take its Pipo-engined 007 Le Mans Hypercar programme on

through next year.

"We've made no decision; we can't say we will be at Fuji and Bahrain because we are still working on it," said Glickenhaus. "What needs to happen is that we get a serious sponsor that allows us to do the rest of this year and 2024, as well as to develop an evo version of the car so that we can remain competitive."

"We are close to doing that, but we'll either have

the backing we need or we won't. I think we have a huge potential that a sponsor would be able to exploit."

Glickenhaus insisted that missing the final two races this year, as it did in 2022, will not prejudice his team's chances of returning next year. "We remain on good terms with the WEC and we have kept them informed," he said. "They have been very supportive of our efforts."

GARY WATKINS



Odor (inset) experienced joy as son headed Nissan 1-2 at British GP support in 1993



Jan Odor 1935-2023

OBITUARY

Jan Odor, who died recently, was a Hungarian refugee who fled from under the Iron Curtain in 1956 and whose team became Nissan's first factory British Touring Car Championship effort during the early 1990s.

Odor arrived penniless in the UK and was taken on in 1957 as an employee by Downton Engineering, which would become famed for its preparation of racing Minis. Odor became an exhaust specialist, and went it alone in 1962 when he set up his own company Janspeed.

Odor's reputation was enhanced by the form in 1963 of John Fenning at the wheel of its Mini Cooper and Odor became much in demand as a tuning wizard for the model. Later on he would become inextricably associated with Datsun – the forerunner of Nissan – running the firm's models in European competition.

With son Kieth becoming a highly rated young tin-top racer in the late 1980s, Janspeed prepared the Ford Sierra Cosworth and Nissan Skyline production racers with which he notched up numerous successes, and then entered the BTCC in 1991 just as the Super Touring era began with the Japanese manufacturer's Primera model, and Odor Jr driving.

A second car was added for Julian Bailey in the late-season races, but it was

Andy Middlehurst alongside Odor Jr for 1992, and then Win Percy in 1993. That season, the team enjoyed its day of days in the British Grand Prix support round when Odor led home Percy in a 1-2 after the famous collision between the Toyotas of Bailey and Will Hoy. Eric van de Poele then joined for 1994, Janspeed's last season in the BTCC, while Tiff Needell also made frequent starts in a third car.

Tragically, Odor Jr was killed in a crash at Avus in 1995, several years before his father relinquished control of Janspeed.

The family is also related to the BTCC's all-time wins record holder Jason Plato, cousin of Kieth, whose paternal aunt was married to Jan.

MARCUS SIMMONS



BLOCK JR'S XE DEBUT

Lia Block, the 16-year-old daughter of the late Ken, made her Extreme E debut at the Island X-Prix in Sardinia last weekend alongside Timo Scheider at Carl Cox Motorsport. The American, who has off-road, rallying, karting and circuit racing experience, has replaced Christine Giampaoli-Zonca at the squad for the rest of the season. Their best result among the 10-car field was ninth, although they were hampered by a puncture on Sunday.

PITTARD WINS IN PORSCHE

British Nurburgring Nordschleife specialist David Pittard scored another victory in last weekend's six-hour round of the NLS. Pittard, who won this year's 24 Hours in a Ferrari, joined the Falken Motorsport Porsche squad for the first time, and he and Joel Eriksson claimed the first win at the venue for the new 992-model 911 GT3-R. They headed home the sister car of Martin Ragginger and Dennis Fetzner, who were subsequently excluded for an illegal rear-wing angle.

ESTERSON'S F3 MOVE

GB3 race winner Max Esterson stepped up to FIA Formula 3 for last weekend's British Grand Prix support round at Silverstone. The American stepped in to compatriot Hunter Yeany's seat at Rodin Carlin and will also contest the next round at the Hungaroring. Esterson, last year's Formula Ford Festival winner, outqualified team-mates Oliver Gray and Ido Cohen. He finished 24th in the sprint race but technical problems put him out of the feature.

EURO4 KICKS OFF IN ITALY

Euro4, the new three-round sister series to Italian Formula 4 that was set up in the wake of the demise of German F4, had its inaugural round at Mugello last weekend. Prema's American McLaren F1 protege Ugo Ugochukwu won the first two races, before its Australian Ferrari junior James Wharton won the finale. Red Bull-backed Briton Arvid Lindblad claimed two fourths and a fifth.

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Motorbase plans to help customer team into BTCC

BTCC

British Touring Car Championship powerhouse Motorbase Performance has become the envy of the series in 2023, with Ash Sutton racing into the points lead, and Dan Cammish and Dan Rowbottom contributing to its tally of five out of five pole positions. Now its pacesetter Ford Focus ST could be yours for 2024...

The Kent squad eyed a switch to a rear-wheel-drive contender for 2023 before electing instead to plough its resources into maximising the fourth-generation ST, which made its debut in 2020. This it has done to great effect, and now it wants to supply either two or four machines to a customer team.

"The winter development plan was the most intense the team has ever undertaken," said Motorbase team manager Oly Collins. "No stone was unturned in every element of the car's performance from aero to geometry, engine and cooling, chassis and reliability, all given equal attention to improve and maximise."

"We have a fantastic team behind us and if we can help another team by sharing some of that knowledge and experience then great. Having more Motorbase Focuses on the grid can only be a good thing."

You can therefore take that as read that Motorbase has put any plans for a car switch on the backburner, for 2024 at least. While there are two Focuses in the fleet currently not being raced, Collins added that "the more orthodox plan would be to supply the customer with this year's chassis and build new for ourselves."



That means the customer gets the new machinery immediately and can start the learning process straight away while we build the new chassis. However, there is nothing to stop us building new for customer use if that's the requirement."

Motorbase team owner Pete Osborne (above), who took the reins of the operation prior to the 2021 season from founder David Bartrum, said that the team is "more than happy" with current drivers Sutton, Cammish, Rowbottom and son Sam Osborne.

"We realised we can offer everything from the car, set-up and garage equipment, trucks, everything needed to start a team from scratch," said Osborne. "We have even been in discussions with drivers and sponsors so can almost offer the whole package within reason. There are mistakes which I've learned along the way, and I would love to help someone else realise the dreams I have, removing some of the mistakes I made."

MARCUS SIMMONS

Three-cylinder engine is tested

SUPER FORMULA LIGHTS

Super Formula Lights, formerly All-Japan Formula 3, is poised to do away with one of the core tenets of the old F3 philosophy by introducing a one-make engine.

The Super Formula feeder series has revealed plans to switch to a 1.6-litre three-cylinder turbo unit developed by TOM'S out of the engine from the Toyota GR Yaris road car. While this represents a significant departure from the current generation of normally aspirated two-litre engines produced by TOM'S, Spiess and Tomei, which are a holdover from the F3 era, it's set to bring the championship in line with its parent category.

Testing with the new engine bolted onto an existing Dallara 320 chassis began last month at the Autodromo di Modena (below) with Honda junior Iori Kimura at the wheel – an ironic choice as he is vying for this year's title with leading TOM'S driver Hibiki Taira.

"There is more power than the current engine, so I think we will be able to extract even more performance from the excellent aerodynamics of the current Super Formula Lights car, and that the balance between power and aerodynamics will be better than it is now," reported Kimura.

Further running was conducted during practice for the most recent Lights round at Suzuka. Nissan Super GT regular and 2017 All-Japan F3 champion Mitsunori Takaboshi took over driving duties, setting a time almost 1.5 seconds clear of the series regulars.

Testing of the new engine is expected to continue at the remaining three Lights rounds, although the series has yet to commit to a firm introduction date.

At the halfway point of the current Lights season, third-year Toyota junior Taira leads sophomore Kimura by two points at the head of the standings.

JAMIE KLEIN



Brakes to be big concern for Donington GP

BTCC

Brakes will be the hot topic when the British Touring Car Championship has its first races on the Donington Park Grand Prix circuit since 2002 next month. That's the verdict of reigning champion Tom Ingram, who topped last week's Goodyear Tyre Test using the GP loop at the wheel of his Excelr8 Motorsport Hyundai i30 N.

After team-mate Tom Chilton led the way in the morning, times tumbled later in the day, and Ingram ended up 0.064 seconds clear of the Power Maxed Racing Vauxhall Astra of Aron Taylor-Smith.

"It's pretty good," said Ingram of the circuit the BTCC will race on over the 26-27 August weekend. "Donington tends to be quite good for racing anyway, with fairly close action, and by adding in two big braking zones it's not going to make it any worse."

"The cars are changing lap by lap by lap,



because it's so hard on the car. The chicane is a big brake, a load of kerb, left-right, Melbourne is a big brake, Goddards a big brake. After three laps we're losing brakes. Over the course of the race it'll be interesting to see how it plays out."

Six of the seven BTCC teams were in attendance. Honda squad One Motorsport preferred to pursue its own testing programme. Meanwhile, Bobby Thompson, Jack Butel and Jade Edwards were missing from the Team Hard Cupra line-up. British-Filipino Radical and Britcar hotshoe Daryl DeLeon drove Thompson's car, and impressively went eighth quickest in the morning session. Mini Challenge champion and Carrera Cup GB racer Nathan Harrison took the wheel of Butel's machine.

MARCUS SIMMONS

TESTING TIMES		
POS	DRIVER (CAR)	TIME
1	Tom Ingram (Hyundai)	1m33.197s
2	Aron Taylor-Smith (Vauxhall)	1m33.261s
3	Ricky Collard (Toyota)	1m33.348s
4	Colin Turkington (BMW)	1m33.401s
5	Ash Sutton (Ford)	1m33.488s
6	Jake Hill (BMW)	1m33.582s
7	Tom Chilton (Hyundai)	1m33.584s
8	Dan Rowbottom (Ford)	1m33.614s
9	Adam Morgan (BMW)	1m33.629s
10	Andrew Watson (Vauxhall)	1m33.641s

Young shares Chinese success with ex-British F3 champion

TCR UK

Up-and-coming Northern Irish tin-top ace Jack Young scored his maiden win of his new adventure in the TCR China series last weekend, and he shared the victories with none other than Martin Cao, best known in the UK as the final winner of the British Formula 3 Championship in 2014.

Cao qualified on the front row at the Zhuzhou circuit, his Hyundai sandwiched between the Dongfeng Honda Racing Civics of poleman Martin Xie and Young. While Cao drove around the outside of Xie at

Turn 1, Young stalled due to a problem with his launch control system. Cao then went on to take a dominant victory from Xie, while Irish TCR UK export Max Hart took his Hyundai to fourth behind the similar car of Zhang Zhen Dong.

A rather dramatic second race began with a lengthy clean-up under a red flag for a startline shunt. Young moved up to second after the restart when leader Zhu Yuan Jie was knocked into a spin by veteran Andy Yan, before another red flag when Zhang made contact with Cao and crashed hard into the barriers, and was taken to hospital after being extracted from his car.

Young (pictured) finished second behind



Yan in the final five-minute restart, but a penalty applied to Yan for the Zhu incident promoted him to victory. Cao would have been moved up to second, but he also earned a penalty for the Zhang crash and dropped to third behind Xie. Cao leads Young by 20 points at the top of the standings.

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Do F1 film claims stack up?

Apple's upcoming grand prix movie is promised to be the most authentic yet. It looks to have nailed a lot of the detail, but artistic licence is inevitable for a mass audience

ALEX KALINAUCKAS

Sadly for Ferrari's Carlos Sainz, his cameo shaking hands with actors Brad Pitt and Damson Idris on the British Grand Prix grid might already be heading for the cutting room floor of Apple's upcoming Formula 1 film after he "said their normal names" while doing so. But that moment was reserved for eagle-eyed Silverstone pitstraight spectators, or those standing on the grid behind the drivers lined up for the national anthem.

F1's international TV feed, only looking hard right at the moment the Red Arrows overflew the grid – something Max Verstappen preferred to watch out for rather than any more of actor Damian Lewis singing *God Save the King* – revealed Pitt and Idris standing alongside the world champion and Sergio Perez. The pair then made their way to the rear of the grid with F1's real heroes, which allowed photographers to fully capture Pitt's baggy overalls. More Kimi Raikkonen than Jacques Villeneuve, at least.

Eventually he and Idris reached cars mounted with additional roll hoop and suspension cameras designed to turn the vision of *Top Gun: Maverick* director Joseph Kosinski into movie reality. Stunt drivers Luciano Bacheta (2012 MotorSport Vision-run FIA Formula 2 champion) and ex-Superleague Formula racer Craig Dolby were behind the wheels of the fictional APXGP squad.

The real F1 pack were briefed that, contrary to conflicting reports, they would indeed join the formation lap – albeit peeling

“There just hasn't been a 60-year-old F1 driver, as Brad Pitt will be in December”

off at Turn 1 and with one car apparently suffering a 'problem', per the plot. Again, F1's international feed showed something else – the cameras focused on home hero Lando Norris leaving the line.

The grid action followed the Mercedes-tweaked, Dallara-built Formula 2 cars being sent out across the Silverstone weekend to capture on-track action from the rest of the lap. Pitt told Sky Sports F1 that he was “really focused on the lines and what we're trying to create in these moments”. It also appeared as if scenes set inside the specially constructed APXGP pitlane garage were captured during Verstappen's run to victory last Sunday.

It's 'action' all right, with the finished project set for a release that could come as soon as 2024. And, speaking to the F1 press corps a week ahead of the British GP at the Red Bull Ring, Kosinski had promised “the most authentic” F1 film ever made.

Lazy additional power cliches would be ruinous for motorsport aficionados but, based on the production brought to Silverstone, so far Kosinski's vow is stacking up.

Unsurprisingly, given Lewis Hamilton is one of the producers and has been tasked with assessing the script, APXGP looks just like a Mercedes B-team – albeit with a golden livery flash that unfortunately evokes more memories of the Rich Energy Haas sponsorship farce than the Lotuses of old. The real Mercedes squad and APXGP even 'share' sponsors, of which several of F1's major partners have also been arranged to line the team kit, driver overalls and cars of the 11th squad Toto Wolff and Christian Horner are adamant the championship just can't accommodate. There was so much kit in APXGP's garage and pitwall set-up, Ferrari team boss Fred Vasseur quipped that it was “even better than some [real] teams”. And apparently during its testing and filming away from real F1 events, there have even been complaints about the tyres supplied by Pirelli degrading. It's not real racing, but it can hardly get more F1 than that.

Ultimately no matter how much cash Apple splashes on this project, it lives and dies on its plot. On this, what we know so far is stretching credulity for knowledgeable F1 followers. Despite the Benjamin Button overtones in Hamilton saying, “Brad looks like he's ageing backwards”, the American's age is a problem.

There just hasn't been a 60-year-old F1 driver, as Pitt will be in December, and attempts from racers aged only a few years younger haven't happened since the world championship's infancy, with Louis Chiron's failed attempt to enter his home Monaco race in 1958 at 58 the entry age record. These days, a desperate team owner would be much more likely to hire a younger driver with little talent but bags of sponsorship cash in a bid to turn their fortunes around.

Pedantry is one thing and we know this film must appeal to a far wider group to be successful. But it was interesting to hear Hamilton explain that the high-frame-rate images being captured are “going to look faster than it does on TV”. That might seem like an authenticity fail from one perspective, but it's actually a boon to those who matter most in F1: the drivers. Because no game or TV camera can truly demonstrate how the world changes going around tracks at F1 speeds.

It seems that the APXGP crew will return at the next round in Hungary, as well as other races, culminating in an Abu Dhabi appearance. So, might this movie epic conclude with an F1 officiating storm? Where a toxic battle concludes with a race director implementing rules in a way never seen before to set up the ultimate one-lap shootout climax that deprives a veteran star of more glory and establishes a new champion against the odds? No, that is just *too* far-fetched... ❄



No longer just a destination

Shane van Gisbergen's NASCAR victory and Scott McLaughlin's IndyCar achievements demonstrate that Australian Supercars can be a springboard to international success

ANDREW VAN LEEUWEN

Shane van Gisbergen's miracle NASCAR win earlier this month completed the creation of a second dimension for Australian Supercars. The series has long been seen as a destination. If you're good enough, you get paid handsomely.

You race at marquee events. You can go down in history by winning the Bathurst 1000. It's a good life.

For years, young Aussie drivers have effectively faced a fork in the road, pretty much straight out of Formula Ford. Do you want to be a Formula 1 driver or a Supercars driver? If it's the former, you get on the first plane to Europe and hit the open-wheel ladder. It's expensive but, if you've got the cash, then you've got options. Maybe you'll go all the way like Mark Webber, Daniel Ricciardo or Oscar Piastri. Maybe you'll sidestep to IndyCar like Will Power. Maybe you'll run out of money, at which point you can still come home and have a crack at Supercars like Will Davison and James Courtney.

If you don't have the money to go overseas, you can stay put in Australia and focus on Supercars. Head to Toyota 86s, Porsches or perhaps even straight into Super3 or Super2. Let's call it the Scott McLaughlin approach. Except from what we now know, taking the McLaughlin approach doesn't lock you into Supercars for life. It can be a destination if you want it to be. And it can be a pathway.

Marcos Ambrose famously used Supercars as a way to springboard into NASCAR, although to a large extent he had to start from scratch in the US. He had to work his way through Trucks and Xfinity before he graduated to the Cup Series. The Supercars runs he had on the board didn't afford him the luxury of skipping the steps.

Supercars has moved on since 2005, Ambrose's final year. The series is significantly more professional and more competitive. The depth of talent at the top is immense. We've seen that with the likes of van Gisbergen and Chaz Mostert racing GT cars. The former won a GT World Challenge Europe title with McLaren, the latter a Daytona 24 Hours class with BMW. The German carmaker even tried to lure Mostert into a full-time, factory GT role, but wasn't successful. But customer GT programmes and top-line, professional series are different, and we now have two solid examples of Supercars drivers successfully switching codes and performing at an elite level very quickly.

The first is McLaughlin. What he has achieved in IndyCar is nothing short of remarkable. He's won races. He looks like he belongs. He looks like a guy brought up in the IndyCar system.

But he wasn't. Until he rocked up for that cameo at St Pete in 2020 his only open-wheel experience was a couple of local Formula Ford starts to help get his racing licence. He had to learn to drive a single-seater and learn how real downforce works.

Oh, and oval racing. And he has made it all look relatively easy.

The second, more timely example is van Gisbergen's shock debut NASCAR win. For the first time in the category's modern era, a driver rocked up and won, straight away. He'd completed a single, half-day test in a Cup car heading into the Chicago race.

Yes, some things were stacked in his favour, like the fact that it was a new track for all of the Cup Series drivers. Would he have won straight up on an oval? Or a road course that the other drivers

“Any of the top 10 in Supercars are good enough to come and do what I just did”

were more familiar with? Almost definitely not. Would he have disgraced himself? No way. The guy is the real deal.

Now it's easy to look at the past five Supercars seasons and surmise that McLaughlin and van Gisbergen were/are in a class of their own. Between them they've won every title since 2018, often in dominant fashion. But McLaughlin's success came with the might of Roger Penske behind him, and his 2019 campaign was, whether he likes to admit it or not, aided by the introduction of the wild Gen2 Mustang. Van Gisbergen, meanwhile, is also a three-time Supercars champion, but has been racing full-time in the series since 2008. When he's on, he seems unstoppable. But he's been beaten plenty of times before.

None of that is to disparage what either of the Kiwis has achieved in Supercars. It's purely to demonstrate that these guys aren't head and shoulders above the rest of the drivers. Van Gisbergen basically said as much after his Chicago success: “Any of the top 10 in Supercars are good enough to come and do what I just did.” The theory could be proven soon enough, with Brodie Kostecki and Cam Waters both eyeing outings in NASCAR.

What McLaughlin and van Gisbergen have achieved in the US proves beyond doubt how good Supercars drivers are. And even a guy like McLaughlin, raised in the Supercars system, can develop the diversity needed to succeed in a completely different environment. That means young drivers don't necessarily need to choose anymore. They can head to Supercars, get paid, and see what happens. Because it should now be clear to the motor racing world: if you can run at the front in Supercars, you'll run at the front almost anywhere else, given the right opportunity. 🏆

➔ **P49 SUPERCARS REPORT**

YOUR SAY

It was Bernie Ecclestone who wanted to reward the winners. This is fine if you have a competitive field. It is not so fine if you have a car that is clearly superior to the rest

NIK BATEMAN

Time to ditch reward-the-winner points?

There have been many complaints about Red Bull running away with the championships during this long season. If you go back, say, 50 years, the points system was 9-6-4-3-2-1. This kept everything close-knit until the end of the year, even with 12 races or so.

It was Bernie Ecclestone who wanted to reward the winners, and changed the points system to the current one in order to do that. This is fine if you have a competitive field of cars. It is not so fine if you have a car that is clearly superior to the rest and others are struggling to keep up.

Having a car that is superior to the rest has happened before. Certainly, in my lifetime I have seen the domination of the Lotus 72, Lotus 79 and the McLaren MP4/4, to name but a few. In recent years, the Mercedes has been the car of the field with the engine designed for the then-new regulations.

In order to make the now much longer championship more interesting, is it not time to revert to the 'old' system? The current Ecclestone rules don't add to the excitement. We need to go back to a points system that keeps the drivers' championship close, not one that rewards the best designer.

Nik Bateman
Bordon, Hants

The current system rewards second places more than the old – 72% of a win as opposed to 67%. Same with thirds – 60% to 44%. So the old system would expand the gaps in real terms. We also don't think the system should be changed to make things artificially closer; it's up to the other teams to catch Red Bull – ed

A fix for track limits

Football people talk of diving being 'part of the game', and so what solution for track limits? Developing embedded technology such as track-based sensors matched by sensors on the cars would take too long, be too costly and likely be unworkable.

So, who does 'line calls' already? Both tennis and cricket use Hawk-Eye technology and placing elevated cameras at corners would quickly and fairly ascertain that any car was over the line.

These faster decisions would then be played up onto our screens and remove the 'why my favourite and not yours?'. Goodbye 'you cannot be serious?'. No one doubts the commitment and skill of the drivers, but for the purist perhaps is the need to maintain the integrity of a previous driver's efforts to set a lap record and it not being undermined by gaming the system.

Paul Neal
By email

Another young British star on the rise

Filling time during COVID lockdown 2020/21, I found myself watching some Junior karting, in which I saw one competitor whose ability, speed and tenacious style reminded me of a particular young pilot, many moons ago, hailing from Stevenage. I mentioned this kid's name to friends as "one to watch for": that kid is now a 14-year-old young man who currently leads Autosport's National Driver Rankings.

So, although it will take him a few years to get there, in answer to your question 'Who will take Hamilton's British F1 throne?' (Autosport, 29 June), might it be Freddie Slater?

Graeme Innes-Johnstone
Elland



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RACE CENTRE



NORRIS MAKES VERSTAPPEN WORK FOR SILVERSTONE SUCCESS

The McLaren driver gave the home fans plenty to get excited about, even if a maiden grand prix victory proved too much to hope for

ALEX KALINAUCKAS

PHOTOGRAPHY  **motorsport
IMAGES**



Armed with
his upgraded MCL60,
Norris kept Verstappen
in his sights



he Silverstone crowd roared instantly. Max Verstappen and Lando Norris had launched off the front row for last Sunday's British Grand Prix in unison, but the home hero was rapidly shooting past his good friend and into the lead. He sealed it at the exit of Abbey, then went unruffled into the first braking point at Village. The crowd dared to dream.

Eventually, Verstappen and Red Bull showed ruthless efficiency once again to claim a second Formula 1 win here for the Dutchman. That makes it six in a row for Verstappen, 11 for Red Bull, equalling the record set by McLaren in 1988. The points gap from Verstappen to Sergio Perez is now 99. The crowd had its dream, but it wasn't to be for Norris, still chasing that first win and somewhat haunted by his Sochi 2021 near-miss. But this time he defied the F1 legend that beat him that day: Lewis Hamilton.

Here's how Norris and McLaren made the 10th chapter of F1 2023 at least interesting with Red Bull, and ended up "murdering" Hamilton and his Mercedes squad.

Verstappen's role in Norris's dream start

"Just a lot of wheelspin," Verstappen said of his start. "As soon as that happens you lose so much drive, all the way to Turn 1. And then, Lando was in front."

As Norris was making good on his promising journey towards the rapid right of Abbey, Verstappen was having to contend with the other McLaren. Oscar Piastri had followed his team-mate in accelerating through the second phase of the start nicely and he briefly had his nose ahead on the inside. But Verstappen, as ever, was up for the fight, pinning his RB19 flat on the outside line and roaring over in front of Piastri. Verstappen then shot into Norris's slipstream, the Briton weaving twice down the Wellington Straight.

There wasn't to be a 2021-style battle for the lead at Brooklands or Luffield, but Red Bull team boss Christian Horner had that famous

Verstappen/Hamilton clash in mind when Piastri stayed on the inside on the long run down the National Pits straight and forced Verstappen to the dusty outside edge of the racing line at Copse, where he stayed second.

"From then just a matter of settling in and staying within the DRS," said Horner. That was exactly Verstappen's plan. He remained behind Norris for the opening four tours of 52, finishing the first lap with a 0.6-second deficit. When DRS was activated at the traditional point on lap three, he was in just about the right place to use its benefit. "It's hard to overtake here because such large percentages of the track are flat-out," Horner said of why Verstappen didn't quickly blast back ahead of Norris. "It converged all of the cars together. That makes it very difficult to make easy headway at a track that's also pretty complicated to overtake at."

Red Bull's regular rivals' absences explained

On the lap when Verstappen stole back the lead with a simple DRS-assisted run down the Wellington Straight to seize the inside line at Brooklands, he, Norris and Piastri were in a class of three.

This was the reason behind Norris's actions at Brooklands, as Verstappen called it, to not "put up a fight" and be "very nice to me". Because suddenly, with Ferrari's Charles Leclerc sitting 2.4s in arrears to Piastri, 3.9s off the lead, McLaren had quite a lot to lose.

"We were surprised ourselves in the first stint to be able to keep our competitors like Ferrari and Mercedes behind," said McLaren team principal Andrea Stella. "We thought they would be a problem for us."

The strong wind that had buffeted Silverstone all weekend was one of the key reasons why Ferrari, which had been fast enough in the race in Austria a week earlier to at least bother Red Bull, couldn't match Stella's expectations. The wind was a particular problem at The Loop, Luffield, Stowe and Club – especially if it was clattering the cars as a crosswind, as it was in FP1. This shifted to align with the



“WE WERE SURPRISED TO BE ABLE TO KEEP OUR COMPETITORS LIKE FERRARI AND MERCEDES BEHIND”

lower-speed corners on Saturday, which was where Leclerc came alive despite missing all of FP2 to a short-circuit on his engine.

Sliding would put paid to Ferrari's hopes in the race from its fourth and fifth grid spots, because the wind shifting back to its FP1 angle meant the “car becomes extremely difficult”, in the words of Leclerc. He was experiencing his rear end shifting around, the wind making even powering out of corners tough. “We knew this was going to be one of our worst tracks,” he added. “Just because of the high-speed corners. This is one of the weaknesses of the car.”

That is a particular strength of the McLaren, which had also gone well at Barcelona. There, the cooler temperatures helped drop Aston Martin – with a car that thrives in the lower-speed technical turns the MCL60 detests – out of the lead fight and it was a similar story at Silverstone. But this time, Mercedes could not make the inroads

against Red Bull that it had in Spain. According to team principal Toto Wolff, here it was “struggling also on the traction of the exits overall” and, of course, “the car remains a handful”.

Complicating things for Mercedes was Hamilton having “one of the worst opening laps that I’ve had for a while”, as he simply got caught out braking behind Carlos Sainz and George Russell at Village and fell off the road, dropping to eighth behind Fernando Alonso. “I can’t tell you the actual words I was thinking,” Hamilton said of the moments that set up his early race pursuit of the Aston.

He got past his former McLaren team-mate with a move on the inside at Brooklands on lap seven, but by then he was 2.9s adrift of Sainz, with Leclerc and Russell up ahead, the leading Mercedes unable to find a way through the Ferrari's feisty defence.

How Norris could stick with Verstappen

The crowd's home-hero victory fever may have been punctured, but the race wasn't totally flat once Verstappen established a lead of 0.8s on the lap he passed Norris. There was still hope, *if* the Bristol-born racer could hang onto the Red Bull. And Norris did just that. On lap nine, he was still under a second adrift, with Piastri just a second further behind having been ordered to hold station – echoing Monza 2021 and McLaren's last weekend of double silverware success. >>



Piastrì told to hold station in the McLaren duo's pursuit of Verstappen

"It took a few laps to cool down the tyres again in the lead, because Lando came back at me again in the DRS," Verstappen said, explaining how he was treating the mediums on which all the leaders (bar Russell) had started.

Norris was also benefiting from understanding how "these [fast] tracks allow us to look after the tyres well". "We were very competitive in high-speed [corners]," he continued. "We were almost on par with what Red Bull could achieve and actually, I would say towards the medium-speed like Turn 15, Stowe, I'd say we're close to being the best car on the grid. Super, super-high-speed like Turn 9 [Copse], maybe not quite so much. We definitely maintained our performance when others seem to take a bit of a hit. And, in doing so, we could actually look after the tyres pretty well – especially when there was no thermal limitation within the tyre."

Nevertheless, by lap 15, "once everything settled in", said Verstappen, "we could lap after lap open up the gap" – and at this point it had reached 3.1s. The leaders were lapping at a pace that Leclerc behind could not. Over the next three laps, Verstappen pressed home his new narrow advantage, his tyre temperatures now back under control. McLaren repeatedly asked Norris whether he could keep his pace up, checking that its one-stop strategy would work out. He assured them he could.

Pirelli, according to its motorsport boss Mario Isola, had expected the race to play out to a two-stopper for the leaders, going soft-medium-soft. But the late pre-start cloud build-up over Silverstone and rain falling at that point in the direction of Brackley, eight miles away beyond Stowe and Club, convinced many teams to change their approach. "When I was checking the weather forecast just before the start of the race, there was a chance of rain 30 to 40 minutes in," Isola explained. "And, clearly if you start with the soft and you plan a short stint, if you change the tyres and after a few laps it starts raining, your race is damaged. If you start on the medium you have more flexibility, then you try to understand during the session if it is going to rain or not with much more accurate prediction. That's why I believe most

"WHILE YOU ALWAYS THINK 'THERE COULD BE A SAFETY CAR', IT'S NOT LIKE YOU COMPROMISE YOUR STRATEGY"

of the teams decided to start on the medium."

Some spots did arrive, with Verstappen reporting "light drizzle" on lap 15. But the rain didn't come down harder as it had in FP3, so he set about extending his lead, which reached 4.0s by the end of lap 18.

Strategy calls and Magnussen's stoppage

At this point, Leclerc was called in to take hard tyres. Verstappen spotted the Ferrari come in on one of the gigantic screens broadcasting proceedings to most of the 160,000-strong race day crowd – from a record British GP weekend figure of 480,000.

He "was like, 'So, we just stick to our strategy, right?'" in question to his engineer, Gianpiero Lambiase. "Yep, stick to the strategy," was the typically measured reply. This meant extending the opening stint as much as possible to provide maximum strategic flexibility, with the gap to Norris growing more rapidly to a maximum of 9.7s as Verstappen's medium rubber held on slightly better.

Ferrari called in Sainz eight laps after his team-mate, also to take the hards, with Russell ahead (he'd outdragged Sainz to Abbey on lap one) doing likewise two tours later on lap 28. Russell switched his softs for mediums, but his pace on the red-walled rubber had grabbed attention. "He did a fantastic first stint on the soft," said Isola. "The soft was better than expected because of two elements. One was the cooler track temperatures – we had 15C less than Friday. The track evolution, for sure, [was the other factor]. So, these two elements made the soft more usable, better, with manageable degradation quite low. And most of them decided

QUALIFYING



to switch onto a medium-soft strategy [at the pitstops].”

For most, this decision was made after the most dramatic moment of the race – Kevin Magnussen stopping on the Wellington Straight with the engine smoking as it expired. That was initially covered by the virtual safety car, then the real thing was called into action.

Magnussen retired on lap 32, three tours after Piastri had made a green-flag pitstop in covering off his pursuing rivals – Leclerc, battling back through the pack, and Russell.

“At that stage with Oscar, we were also starting to lose a little bit the tyres,” Stella said of Piastri’s gap to Norris growing to 3.2s by the time he pitted. “So, there was a concrete risk that we could lose the position. Obviously while you always want to think about ‘there could be a safety car’, it is not like you compromise your strategy because there can be a safety car. It’s one of those situations in which it’s just unfortunate timing and is in the randomness of a safety car deployment rather than something that you can really predict.”

Why Norris got tyres he didn’t want

Ferrari had taken advantage of the VSC to pit Leclerc again in an attempt to recover from his ruined early-stop strategy. But when things became fully neutralised by the safety car he was done over a second time – and so was Piastri, thanks to Hamilton following Verstappen and Norris in on lap 33, before they caught the safety car.

The Red Bull and Mercedes got given used soft tyres here, while McLaren gave Norris hards he audibly wasn’t happy to take. But Stella claims the squad had no choice. “Initially, there was a VSC,” he said. “And under the virtual safety car, we were happy to go on hard tyres, because it wouldn’t have been a problem in terms of warm-up. Then the VSC was converted into a safety car when we were pitting [it came out just as Verstappen reached the pitlane entry]. Everything was at the pitstop to put hard tyres. A last-minute change to soft would have been an operational problem.”

Isola added that “the decision [to complete a medium-hard strategy] was probably supported by some other elements that »



The Silverstone crowd roared when Lando Norris crossed the line, as the Bristol-born racer hurled his much-improved McLaren to the top of the timesheets. Just 13 seconds later, Max Verstappen’s final flyer was enough to reclaim his place at the front and put the home fans on mute. The inevitable had happened, but it was still impressive that McLaren had beaten the other frontrunning teams as Norris and Oscar Piastri claimed second and third in a wild qualifying session.

Verstappen was the only driver to kick off Q3 with a fresh set of soft rubber after saving some in Q1, and he set the benchmark with a 1m27.084s that none of the other nine drivers could get near with their opening runs on used tyres. Equipped with new boots, however, they could theoretically turn the screw on the all-conquering Dutchman. Initial pace from the Ferrari pair had fizzled out by the final sector, and Mercedes, which had been behind the eight ball for much of the weekend, was not expected to offer too much of a threat and fell behind the two Ferraris on the grid; George Russell had been outpaced by Lewis Hamilton after the opening runs, but reversed the arrears by the close of the session.

Then along came Norris, whose 1m26.961s carried him to the top of the pile. Five seconds later, Piastri swept into second place to collect a provisional 1-2 to send the McLaren garage into raptures. Even when Verstappen moved above them to chalk up his 27th F1 pole, the Woking squad’s spirits had not been dampened. Charles Leclerc could only do enough for fourth, beating Sainz after the two had disagreed on Ferrari’s track position manoeuvring.

Threats of rain had permeated the early phases of qualifying, with five cars taking to the track on intermediates for the start of Q1 before their drivers declared the circuit good enough for slicks. The cat was thrown among the pigeons with three minutes left in the opening phase, when Kevin Magnussen’s stoppage produced a red flag. Verstappen blotted his copybook when he knocked his front wing off in the pitlane, a quick nose change sparing his blushes, but his team-mate Sergio Perez sustained the greater embarrassment after being dumped out in Q1 amid quickfire changes in the order after the track had dried during the break in running.

Rain also held off in Q2 as the skies lightened up at the start of the session, and the ever-improving track conditions prompted a last-gasp battle to make it into the top-10 shootout. Logan Sargeant could not capitalise on Williams’s pace to join Alex Albon in the final stanza, while Pierre Gasly crept into Q3 at the expense of Alpine team-mate Esteban Ocon, Lance Stroll and Nico Hulkenberg.

JAKE BOXALL-LEGGE

TRACKSIDE VIEW

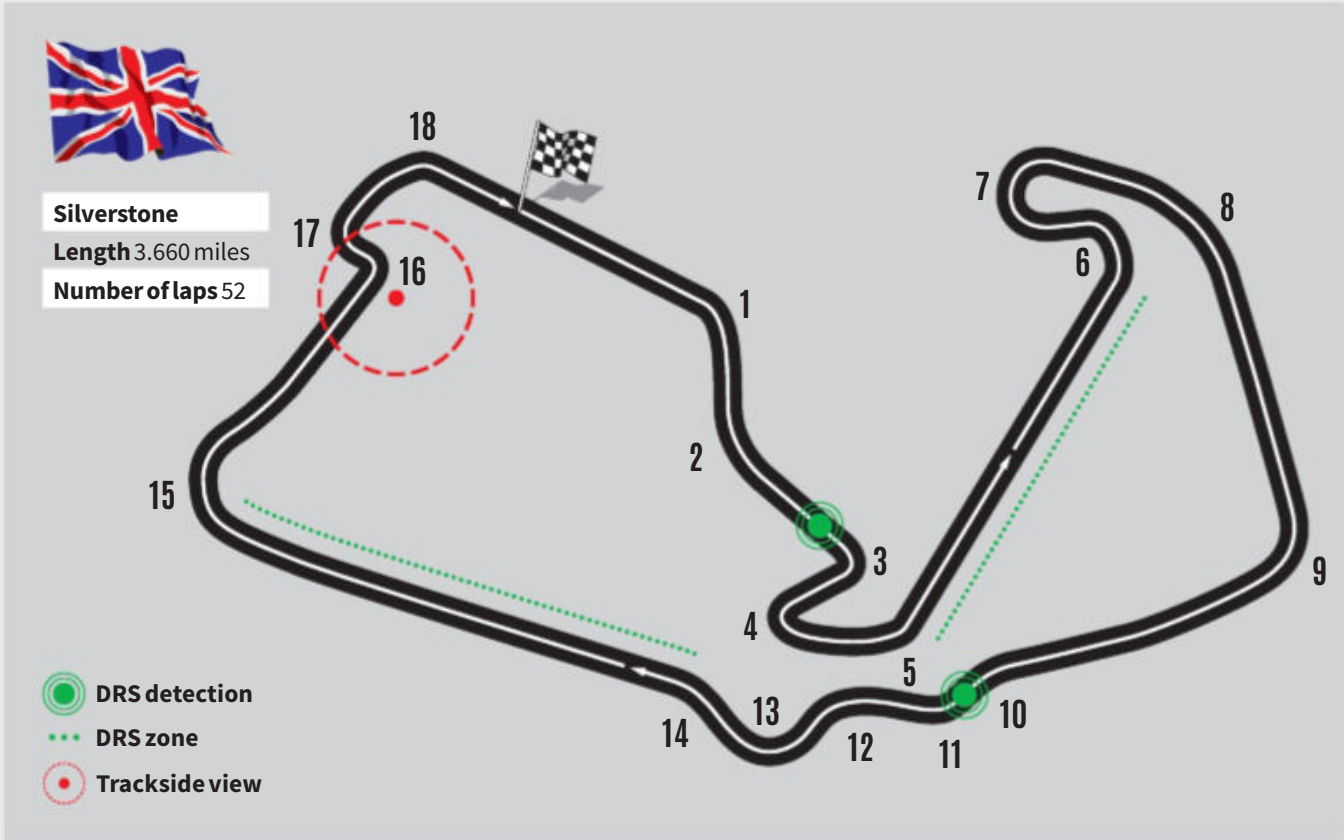


Leclerc topped session before drizzle forced a switch to intermediates

The big splodges of rain begin to fall 23 minutes into final practice on Saturday morning. Not long after that, the trusty notebook is even more of a crinkled mess, and the pen ink is making a run for it. Ah, the authentic Silverstone trackside experience. This is actually the second time today Autosport has escaped the paddock, having already been to watch the historic Formula 1 car demonstration that ran in dry conditions. After that chorus of Ford, Cosworth and Climax V8s and V10s, the ear drums get a bit of respite when the current machines emerge.

A wander to the barrier that runs parallel to the pit entry gives a clear view of the chicane filling in the Vale-Club sandwich. From here, you can see Oscar Piastri take far too much of the inside sausage kerb through the left and how that bounces his part-chrome McLaren MCL60 off-line through the rest of the sequence. Charles Leclerc locks his inside-front Pirelli big time too, which makes the composed chasing Alpines look neater still.

Then the notebook tassel that helps find your page begins to



blow more and more horizontal and the skies quickly darken. Shortly after, the spectators on the grass bank opposite rush to open their umbrellas and don their cagoules. Leclerc, who missed FP2 due to an electrical issue, doesn't want to lose out further so stays put as the grip disappears, but is

all crossed up through the chicane as his soft tyres can't displace any water. Eventually, his intrepid lap is complete and he heads into the pits instead of pushing his luck. The committed Monegasque will top the session.

This drizzle only lasts a couple of minutes before the McLarens and Ferraris emerge on intermediates and soon launch all of the standing water well clear of the racing line. But as the final 10 minutes arrive, it turns into a proper British summer day. The downpour is here. Perhaps a bit too much water finds its way into George Russell's Mercedes W14 as the rear-left rain light soon stops flashing. More spectacularly, Leclerc overcommits once again to clip the painted white

"As the final 10 minutes arrive, it turns into a proper British summer day. The downpour is here"

line on corner exit. This induces a massive spin as he disappears behind the barrier. Cue gasps from the final-corner grandstand that has a better view.

As the session comes to an end, the field pits. Standing so close to the pit entry is not unlike when a lorry or bus roars past and blasts a wall of air into your face. The cars go by, there's nothing for a moment, and then you're drenched in spray. By this point, the notebook really has had it.

MATT KEW





the teams have in terms of how they use the tyres". This referred to McLaren's fear that it would lack race pace with higher tyre degradation on the softer rubber, as it had in Spain.

In the end, that didn't come to pass and McLaren's final call didn't matter because of one its lead driver had already made.

How Norris repelled Hamilton's late attack

Getting Magnussen's car removed from the Wellington Straight took an age in race time – 12 minutes from the VSC activation to action resuming on lap 39 – as a mobile recovery crane had to reach the scene. That was well-guarded from protestors, the memory of this race's 2022 edition meaning two lines of security (F1 staff and police) watched the grandstands overlooking the grid for any new disruption. Thankfully, this never came at any point during the race.

Norris didn't get another chance to fight for the lead after the restart, which was unlikely anyway on C1 tyres that needed careful-but-urgent warming up. This was because Verstappen simply aced the restart. He dropped Norris heading towards Stowe after letting the safety car run clear to the pits, and was 1.2s in front at the startline.

By the end of the GP, this lead was 3.8s, even with Verstappen feeling "maybe we should have gone on the hard tyre", as "at least we could have pushed a little bit harder over the whole stint".

He was chased home by Norris, not the similarly soft-shod Hamilton. This was because Norris had successfully fought off the Mercedes' thrilling attacks. On the restart lap, Norris rebuffed Hamilton at Brooklands, only for the older Briton to try again immediately at Luffield and this time be more forcefully cut off before he ran out of road on the chase to Copse. A lap later, Hamilton

"WHEN I SAW HIM THROW IT UP THE INSIDE, I'M SURE THE FANS WERE LOVING IT AT THE SAME TIME"

waited before taking Brooklands faster and pulled alongside the McLaren when Norris went deep at Luffield in a rare mistake. But Norris had the power puff to again reach Copse ahead – just.

"They're very good in the first half [of Silverstone] – so Turn 3, Turn 4, Turns 6 and 7 Lewis could quite easily get on me," Norris explained. "But then we've always been very good in high speed and now it's a very good strength of ours. It keeps the tyres in a good condition and I was a lot of laps quite easily flat through Turn 9. [Then] two downshifts into Maggotts and Becketts and I could always give myself that safety margin that I wanted.

"But it was nice coming out side by side [towards Copse on lap 40]. It was close. When I saw him throw it up the inside in [Luffield], I'm sure the fans were loving it at the same time. But I chose a slightly lower downforce level yesterday, which was a bit of a risk but I thought there might be a racing situation where 1-2km/h might help me out. [In the race] it did exactly that. So, I'm thanking my own decision to choose a lower downforce."

"I threw it up the inside and I tried to get past," Hamilton said of his Luffield lunge. "But we have a little bit more drag down the straights and then through the high speed, as he mentioned, that's where they were just murdering us."

Norris's efforts in thwarting Hamilton while his hard tyres came up to temperature meant Wolff's pre-restart prediction that "we would be eating up the McLarens and finish with a P2/P3, or maybe even challenge the front" never came off. Behind, Russell, who'd gained from Leclerc's second service, couldn't follow his fellow Brits home, Piastri putting in a Norris-like defensive display on the hards.

A late black-and-white flag for repeated track-limits transgressions for Norris was heeded, and so this captivating display had no frustrating post-race conclusion. Norris reckoned McLaren's best day of 2023 was heavily "track-specific". That meant he didn't "want to get too excited", but the dreaming crowd did it for him. 🏁



**NEXT
F1 REPORT**
Hungarian Grand Prix
27 July issue

ALONSO SALVAGES SEVENTH ON TOUGH DAY FOR ASTON

Fernando Alonso's road to seventh at the British Grand Prix was arguably the best Aston Martin could have hoped for, as the Silverstone circuit's fast corners did not suit the AMR23, which has displayed potency in lower-speed conditions.

The Spaniard moved up two places from his starting berth of ninth, although he was passed by Lewis Hamilton on lap seven of 52 when the Briton atoned for his poor start. He was then embroiled in a battle with Pierre Gasly until the Frenchman pitted, which helped Alonso's cause because he could benefit from stopping under the safety car to shake off that battle. After emerging in sixth at the restart, he could not ward off the greater pace of Sergio Perez's Red Bull but did enough to keep Alex Albon away from wresting control of seventh in the closing stages of the race.

His team-mate's race was particularly fraught. Lance Stroll was outside of the points for all but one lap, and his own battles with Gasly were clumsy at best. He overtook the Alpine off track on the exit of Stowe, losing the place again five laps later at Luffield.

In attempting to stage a comeback, Stroll took Gasly out at Club, earning a five-second penalty and two licence points for his efforts, while Gasly retired with suspension damage.



SUTTON

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GALLOWAY

More Perez qualifying misery forces another recovery

Another miserable qualifying session put Red Bull's Sergio Perez on the back foot for the British Grand Prix, his Q1 elimination forcing another recovery drive.

Perez was unable to make particularly light work of the cars ahead in the opening phases of the race, and clashed with Nico Hulkenberg in his efforts to reclaim positions, breaking the Haas's front wing. Perez needed 16 laps to move from 15th on the grid into the points, before his progress plateaued when trying to reel in Pierre Gasly's Alpine.

As others pitted, Perez was up to eighth before making his own stop, and the choice to keep him out when the safety car emerged helped to restore that position as cars ahead made their own trips to the pitlane.

His duel with Carlos Sainz on the restart eventually yielded seventh

after the Spaniard arguably fought too hard to retain track position, and the slower Aston Martin of Fernando Alonso did not put up much of a fight either. Regardless, Perez was unable to break into the top five despite attempting to catch George Russell towards the end, and cemented another disappointing display as he fell 99 points behind team-mate Max Verstappen.

"I have become a little bit more sensitive to the car in the last few races, especially on Saturday, when on low fuel," Perez mused after the race. "It's something that I'm going to be working on in the simulator with the team. But we operate in such a small window of detail, and it's just that we need a strong Saturday. And the positive thing is that the pace is there on Sundays where, at the end of the day, the points are given."

11

The number of consecutive F1 wins Red Bull has now managed, matching McLaren's record, set at the 1988 Belgian GP.



SUTTON



STRONGER NEW PIRELLIS STAND UP TO THE STRAIN

Pirelli declared itself satisfied with the performance of its stronger tyre constructions, which made their full debut at the British Grand Prix.

The change to the full rubber range had been required because the tyre manufacturer had detected the new ground-effect cars reaching loads and speeds expected at the end of 2023 as the team's developed their packages in this year's early races. Pirelli motorsport boss Mario Isola said last Sunday that the new construction "was working as expected".

"It's an improvement because, despite the increase in loads, which we measured around 15% – 15% more load on the tyres compared to last year – we used the same pressures [there was a 0.5psi increase for the fronts year on year]," said Isola (above). Thanks to the new construction, we didn't have to increase the pressures."

There were two tyre-related problems logged across the weekend – issues for Fernando Alonso and Nyck de Vries in FP2. But these were later confirmed as wheel-rim issues and not punctures.

Ferrari on the back foot as Albon rubs salt in wounds

Williams driver Alex Albon beat home both Ferraris at Silverstone, after Charles Leclerc and Carlos Sainz had started ahead of him in fourth and fifth.

The Italian operation was immediately on the back foot when George Russell got alongside Sainz and ahead at Abbey on lap one, before he used his unexpectedly durable soft tyres to pressure Leclerc across the first stint, the pair nearly clashing at Stowe on lap five.

Leclerc was the first of the frontrunners to pit, on lap 18, by which time he had lost contact with the top three. He emerged in traffic on the hard tyres and, although he fought past Lance Stroll and was still ahead of Russell when the Mercedes pitted 10 laps later,

he lapped slower than Max Verstappen up front.

The safety car changed Ferrari's race, as it brought Leclerc back in to return to the mediums under the virtual variety, then left Sainz out after considerable radio discussion. Albon, meanwhile, made his only stop to swap mediums for softs under the safety car and so gained a place from running 10th early on.

Sainz followed Fernando Alonso at the restart and was then picked off by Sergio Perez on lap 43 at Club. In the Mexican's wake, the chasing Albon and Leclerc pounced, pushing Sainz down to 10th in four corners. Pierre Gasly's battle with Stroll saved the final point for Ferrari, while Albon reckoned "one [more] lap Charles would have got past" for eighth.



Q&A

PIERRE GASLY ALPINE DRIVER

Were points possible after you ran ninth pre-safety car?

I was in front of Alex [Albon] with the safety car. I boxed half a lap earlier. It just seemed like everything sort of went the wrong way. Alex and [Fernando] Alonso boxed, I was right behind Fernando [before the safety car], who exited P6, and I exited P11. So right there, we lost positions. Nothing we can control there, it was just unlucky timing. Unfortunately, we don't get any reward for the work. So,

it's obviously frustrating.

Did your new front wing show promise?

We were fighting with Aston, which were on the podium a couple of races ago. So, looking at that point of view, yes. Looking at other cars, they opened the gap on us. But I think there were some signs of pace.

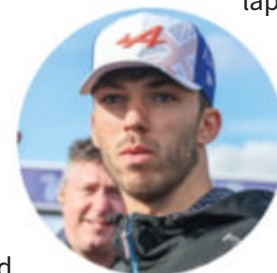
What happened with Lance Stroll?

To me it was quite clear and it's been always in the regulations – he can't leave the track and gain an advantage. On everything that

I've seen, he had four wheels off the track passing me [at Stowe] and that's gaining an advantage. I got down 15 seconds last weekend for track limits. Now I lose a position today [because of] someone getting off the track and nothing happens. So I'm just extremely confused with what's going on at the moment.

What then happened at Club, where your rear suspension got broken?

So, I get back behind him,



I manage to get past him on the outside of Turn 7 [Luffield], the lap after I managed to get past Carlos [Sainz for 10th] there. [He] passed us back. And then Lance takes us out of the race in the last chicane. So just extremely disappointed because the first part of the race was going well. We were chasing Fernando, there was good speed. I just lacked some straightline speed to try something and get a move on him. Then all our efforts get ruined. So disappointed.

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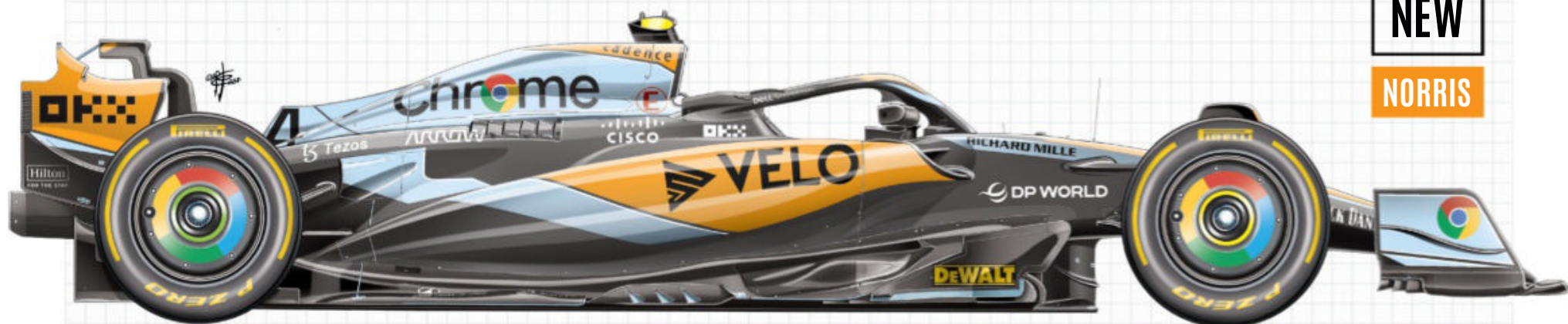
Results may vary subject to vehicle/fuel type, driving style/cycle and climate conditions.

DRAWING BOARD

GIORGIO PIOLA

NEW

NORRIS



McLAREN REAPS REWARDS OF MORE UPGRADES

McLaren's first podium of 2023 came as a result of the wide-ranging upgrades brought to each of the past two races, as the team sought to turn around its MCL60 concept.

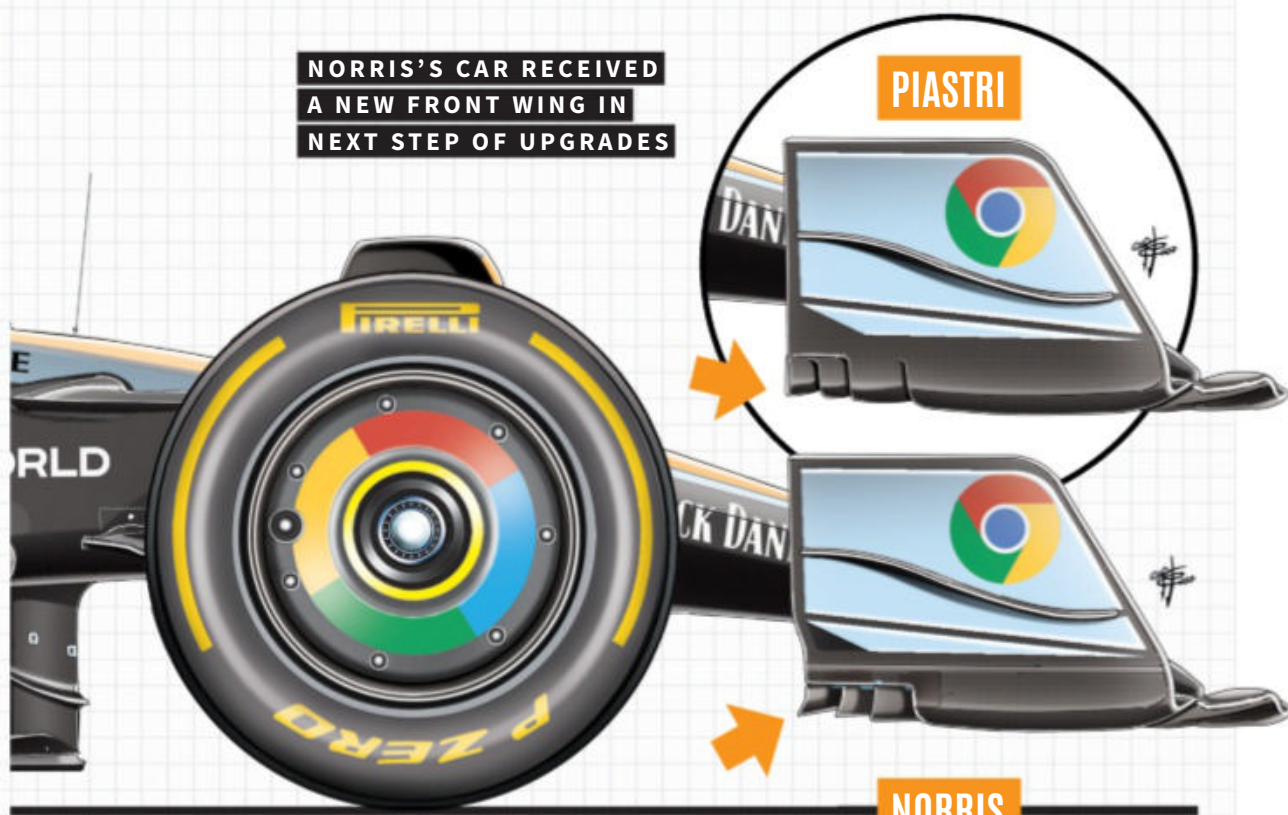
The package introduced last time out at the Austrian Grand Prix, with only one set of new parts available and affixed to Lando Norris's car, featured a heavily revised floor and new bodywork to continue the progress it made from its switch in overall design concept initially started in April's Azerbaijan GP. The sidepods had been resculpted with a deeper undercut and smoother overall profile to help set off the changes made to the underbody, with further tweaks to the cooling outlets further up the engine cover.

For the British GP, Oscar Piastri also received those new parts and a noticeable uptick in performance followed, while Norris received the next step of changes, including a new front wing and nosecone, to further underpin the new additions further downstream. This ensured that McLaren could enjoy a much greater level of downforce and performance to match, which allowed Norris to climb onto the front row of the grid for his home race – which he converted into second place after a brief period in the lead at the start.

His efforts in retaining second were assisted by his confidence to go for a lower-drag rear wing, which allowed him to keep the chasing

NORRIS'S CAR RECEIVED A NEW FRONT WING IN NEXT STEP OF UPGRADES

PIASTRI



NORRIS

Mercedes of Lewis Hamilton at bay despite running with hard tyres compared to Hamilton's softs.

"Clearly, the indications from the race are quite encouraging," explained team principal Andrea Stella after the GP. "We were surprised ourselves in the first stint to be able to keep our competitors like Ferrari and Mercedes behind. We thought they will be a problem for us in terms of pace. We have to acknowledge that the improvement seems to be genuine even in terms of race pace.

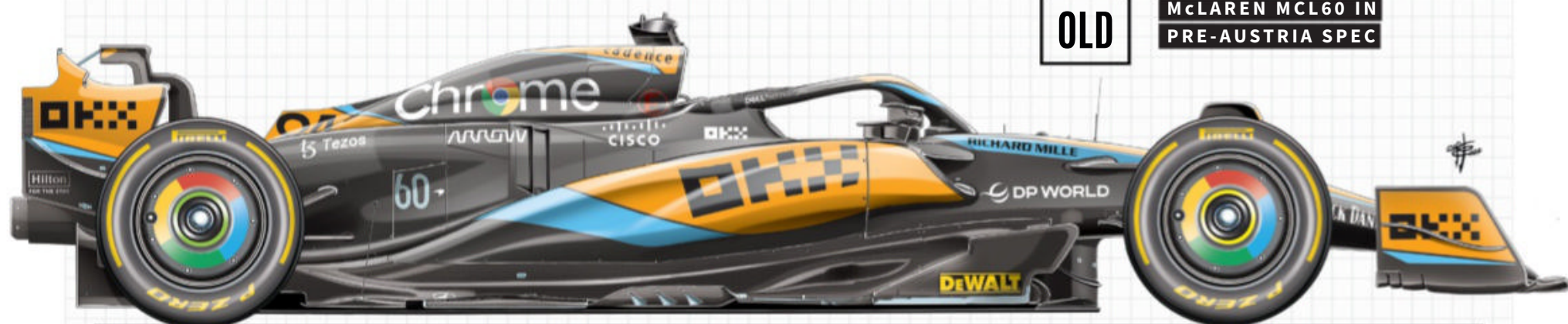
However, as I keep reminding people, we are in a circuit with high-speed corners, and actually here in Silverstone some of the high-speed corners appear in the race while they are flat in qualifying.

"For Hungary [next week], we have some further updates that will help more from the point of view of trying to improve the race pace. These will be available to both drivers. Like any other team, we will carry on delivering some upgrades to the following races."

JAKE BOXALL-LEGGE

OLD

McLAREN MCL60 IN PRE-AUSTRIA SPEC



20 Bottas #77

DQ

19 Magnussen #20

1m32.378s

18 de Vries #21

1m30.513s

17 Zhou #24

1m30.123s

16 Tsunoda #22

1m30.025s

15 Perez #11

1m29.968s

14 Sargeant #2

1m29.031s

13 Ocon #31

1m28.956s

12 Stroll #18

1m28.935s

11 Hulkenberg #27

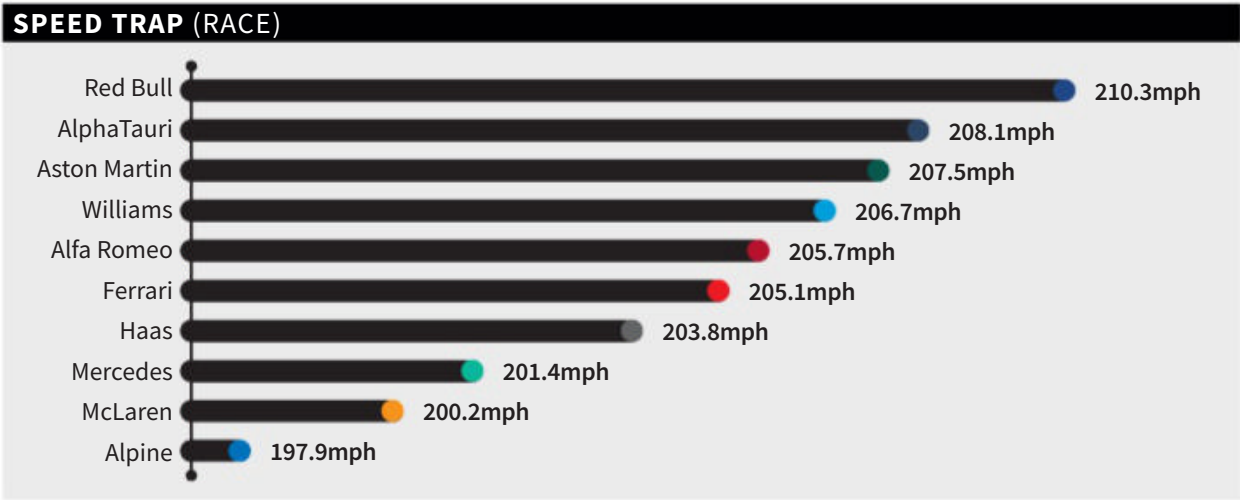
1m28.896s

FREE PRACTICE 1			FREE PRACTICE 2			FREE PRACTICE 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Verstappen	1m28.600s	1	Verstappen	1m28.078s	1	Leclerc	1m27.419s
2	Perez	1m29.048s	2	Sainz	1m28.100s	2	Albon	1m27.592s
3	Albon	1m29.089s	3	Albon	1m28.296s	3	Alonso	1m27.784s
4	Alonso	1m29.268s	4	Perez	1m28.342s	4	Gasly	1m27.893s
5	Leclerc	1m29.280s	5	Sargeant	1m28.766s	5	Hamilton	1m27.948s
6	Ocon	1m29.319s	6	Stroll	1m28.866s	6	Sainz	1m27.964s
7	Sainz	1m29.357s	7	Hulkenberg	1m28.880s	7	Sargeant	1m28.151s
8	Norris	1m29.441s	8	Gasly	1m28.889s	8	Verstappen	1m28.266s
9	Stroll	1m29.471s	9	Piastri	1m28.926s	9	Russell	1m28.284s
10	Piastri	1m29.658s	10	Alonso	1m29.134s	10	Tsunoda	1m28.337s
11	de Vries	1m29.691s	11	Zhou	1m29.225s	11	de Vries	1m28.504s
12	Hamilton	1m29.768s	12	Russell	1m29.238s	12	Norris	1m28.563s
13	Gasly	1m29.828s	13	Ocon	1m29.242s	13	Stroll	1m28.620s
14	Russell	1m29.874s	14	Norris	1m29.260s	14	Perez	1m28.904s
15	Bottas	1m30.090s	15	Hamilton	1m29.283s	15	Magnussen	1m29.207s
16	Tsunoda	1m30.092s	16	Bottas	1m29.378s	16	Ocon	1m29.233s
17	Sargeant	1m30.124s	17	Magnussen	1m29.439s	17	Piastri	1m29.437s
18	Zhou	1m30.321s	18	Tsunoda	1m29.483s	18	Bottas	1m29.586s
19	Magnussen	1m30.385s	19	de Vries	1m29.571s	19	Hulkenberg	1m33.590s
20	Hulkenberg	1m30.591s	20	Leclerc	no time	20	Zhou	no time

WEATHER Sunny, air 27-28C track 42-44C

WEATHER Sunny, air 27-30C track 37-43C

WEATHER Overcast then rain, air 20-24C track 22-29C



QUALIFYING 1			QUALIFYING 2			QUALIFYING 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Norris	1m28.917s	1	Verstappen	1m27.702s	1	Verstappen	1m26.720s
2	Leclerc	1m29.143s	2	Piastri	1m27.845s	2	Norris	1m26.961s
3	Russell	1m29.412s	3	Norris	1m28.042s	3	Piastri	1m27.092s
4	Hamilton	1m29.415s	4	Albon	1m28.067s	4	Leclerc	1m27.136s
5	Verstappen	1m29.428s	5	Sainz	1m28.265s	5	Sainz	1m27.148s
6	Stroll	1m29.448s	6	Leclerc	1m28.361s	6	Russell	1m27.155s
7	Albon	1m29.466s	7	Alonso	1m28.368s	7	Hamilton	1m27.211s
8	Gasly	1m29.533s	8	Hamilton	1m28.545s	8	Albon	1m27.530s
9	Hulkenberg	1m29.603s	9	Gasly	1m28.751s	9	Alonso	1m27.659s
10	Ocon	1m29.700s	10	Russell	1m28.782s	10	Gasly	1m27.689s
11	Bottas	1m29.798s	11	Hulkenberg	1m28.896s			
12	Sainz	1m29.865s	12	Stroll	1m28.935s			
13	Sargeant	1m29.873s	13	Ocon	1m28.956s			
14	Piastri	1m29.874s	14	Sargeant	1m29.031s			
15	Alonso	1m29.949s	15	Bottas	DQ			
16	Perez	1m29.968s						
17	Tsunoda	1m30.025s						
18	Zhou	1m30.123s						
19	de Vries	1m30.513s						
20	Magnussen	1m32.378s						

WEATHER Overcast then sunny, air 22-25C track 23-28C

NEXT RACE

23 JULY

HUNGARIAN GP

Hungaroring

SEASON STATS			
DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Verstappen	255	1	1
2 Perez	156	1	1
3 Alonso	137	2	2
4 Hamilton	121	2	3
5 Sainz	83	4	2
6 Russell	82	3	2
7 Leclerc	74	2	1
8 Stroll	44	4	6
9 Norris	42	2	2
10 Ocon	31	3	4
11 Piastri	17	4	3
12 Gasly	16	7	4
13 Albon	11	7	8
14 Hulkenberg	9	7	2
15 Bottas	5	8	10
16 Zhou	4	9	12
17 Tsunoda	2	10	8
18 Magnussen	2	10	4
19 Sargeant	0	11	14
20 de Vries	0	12	12

CONSTRUCTORS' CHAMPIONSHIP		PTS
1 Red Bull		411
2 Mercedes		203
3 Aston Martin		181
4 Ferrari		157
5 McLaren		59
6 Alpine		47
7 Williams		11
8 Haas		11
9 Alfa Romeo		9
10 AlphaTauri		2

QUALIFYING BATTLE			
Verstappen	8	1	Perez
Leclerc	6	4	Sainz
Hamilton	5	5	Russell
Gasly	5	5	Ocon
Norris	9	1	Piastri
Zhou	4	6	Bottas
Alonso	8	2	Stroll
Magnussen	2	8	Hulkenberg
de Vries	2	8	Tsunoda
Sargeant	0	10	Albon

Events removed when one driver in a team could not record a representative time for reasons outside their control. Excludes sprint qualifying/shootout

WINS

Verstappen 8

Perez 2

POLE POSITIONS

Verstappen 7

Perez 2

Leclerc 1

FASTEST LAPS

Verstappen 5

Perez 2

Hamilton 1

Russell 1

Zhou 1

Pole scores taken based on qualifying results, not the result of any sprint races or qualifying

STARTING GRID

10 Gasly #10
1m27.689s

9 Alonso #14
1m27.659s

8 Albon #23
1m27.530s

7 Hamilton #44
1m27.211s

6 Russell #63
1m27.155s

5 Sainz #55
1m27.148s

4 Leclerc #16
1m27.136s

3 Piastri #81
1m27.092s

2 Norris #4
1m26.961s

1 Verstappen #1
1m26.720s

RESULTS ROUND 10/22 (52 LAPS – 190.26 MILES)						FASTEST LAPS			
POS	DRIVER	TEAM	FINISHTIME	LED	TYRES	POS	DRIVER	TIME	GAP
1	Max Verstappen (NLD)	Red Bull-Honda RBPT	1h25m16.938s	48	Mn, Su	1	Verstappen	1m30.275s	-
2	Lando Norris (GBR)	McLaren-Mercedes	+3.798s	4	Mn, Hn	2	Norris	1m30.543s	+0.268s
3	Lewis Hamilton (GBR)	Mercedes	+6.783s		Mn, Su	3	Hamilton	1m30.545s	+0.270s
4	Oscar Piastri (AUS)	McLaren-Mercedes	+7.776s		Mn, Hn	4	Piastri	1m30.850s	+0.575s
5	George Russell (GBR)	Mercedes	+11.206s		Su, Mn	5	Perez	1m30.914s	+0.639s
6	Sergio Perez (MEX)	Red Bull-Honda RBPT	+12.882s		Mn, Sn	6	Russell	1m31.124s	+0.849s
7	Fernando Alonso (ESP)	Aston Martin-Mercedes	+17.193s		Mu, Su	7	Leclerc	1m31.255s	+0.980s
8	Alexander Albon (THA)	Williams-Mercedes	+17.878s		Mn, Su	8	Albon	1m31.273s	+0.998s
9	Charles Leclerc (MCO)	Ferrari	+18.689s		Mn, Hn, Mn	9	Alonso	1m31.338s	+1.063s
10	Carlos Sainz (ESP)	Ferrari	+19.448s		Mn, Hn	10	Sainz	1m31.366s	+1.091s
11	Logan Sargeant (USA)	Williams-Mercedes	+23.632s		Mn, Sn	11	Stroll	1m31.508s	+1.233s
12	Valtteri Bottas (FIN)	Alfa Romeo-Ferrari	+25.830s		Hn, Sn	12	Gasly	1m31.539s	+1.264s
13	Nico Hulkenberg (DEU)	Haas-Ferrari	+26.663s		Hn, Mn, Sn	13	Sargeant	1m31.699s	+1.424s
14	Lance Stroll (CAN)	Aston Martin-Mercedes	+27.483s		Mu, Su	14	Zhou	1m31.769s	+1.494s
15	Zhou Guanyu (CHN)	Alfa Romeo-Ferrari	+29.820s		Mn, Hn, Sn	15	Hulkenberg	1m31.776s	+1.501s
16	Yuki Tsunoda (JPN)	AlphaTauri-Honda RBPT	+31.225s		Sn, Hn, Sn	16	Bottas	1m31.852s	+1.577s
17	Nyck de Vries (NLD)	AlphaTauri-Honda RBPT	+33.128s		Sn, Mn, Sn	17	Tsunoda	1m32.084s	+1.809s
18	Pierre Gasly (FRA)	Alpine-Renault	46 laps-damage		Mn, Su	18	de Vries	1m32.353s	+2.078s
R	Kevin Magnussen (DNK)	Haas-Ferrari	31 laps-powerunit		Mn	19	Magnussen	1m33.356s	+3.081s
R	Esteban Ocon (FRA)	Alpine-Renault	9 laps-hydraulics		Sn	20	Ocon	1m33.941s	+3.666s

WEATHER Overcast, air 21-24C track 28-35C

WINNER'S AVERAGE SPEED 133.858mph FASTEST LAP AVERAGE SPEED 145.974mph


TYRES


KEY: H - Hard M - Medium S - Soft I - Intermediate W - Wet n - New set u - Used set


HARD


MEDIUM


SOFT




















C0

C1

C2

C3

C4

C5

INTERMEDIATE

WET

RACE BRIEFING

GRID PENALTIES

BOTTAS

Disqualified from qualifying for insufficient fuel sample. Permitted to start from back of the grid

RACE PENALTIES

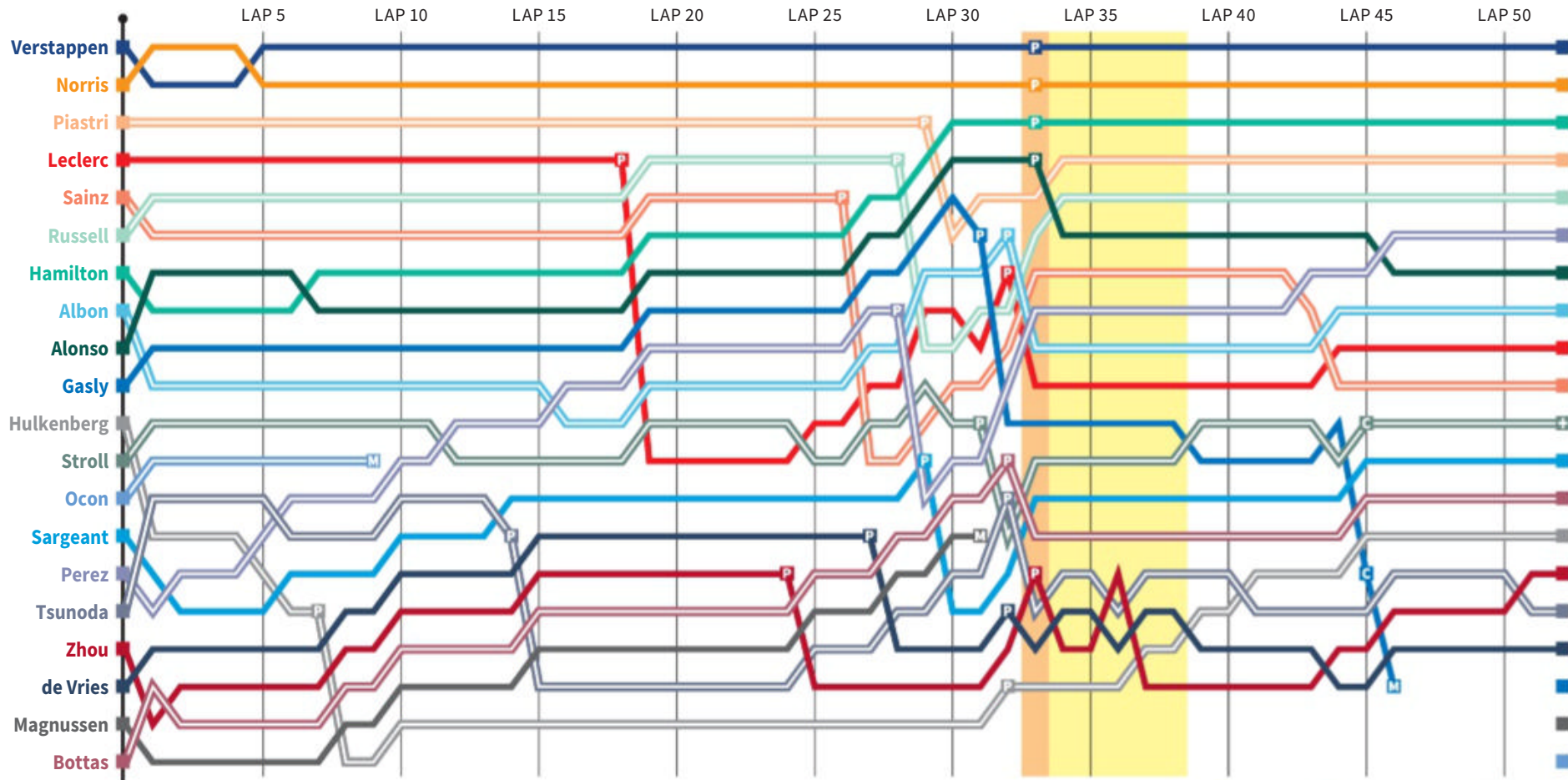
STROLL

Five-second penalty and two licence points for causing a collision with Gasly

400

At least one McLaren has now appeared on the podium in 400 world championship races

LAP CHART



P Pitstop C Crash M Mechanical failure S Spin + Penalty Car lapped Safety car Virtual safety car Red flag

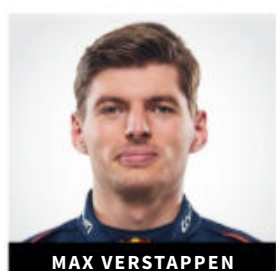
13 JULY 2023 AUTOSPORT.COM 29

BRITISH GRAND PRIX DRIVER RATINGS

Norris just misses out on a maximum score, one point short alongside McLaren team-mate Piastri and race winner Verstappen

JAKE BOXALL-LEGGE

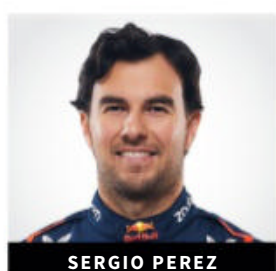
RED BULL



MAX VERSTAPPEN

Started **1st** — Result **1st**

9 Bad start handed lead to Norris, and took four laps to stabilise and recover first place. Was able to build a gap, and stretched his medium-tyre stint to offer flexibility at the safety car. Built enough of a lead after the restart, although struggled to control tyre temperatures on the softs at the end.

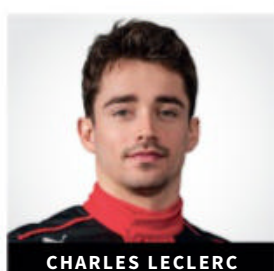


SERGIO PEREZ

Started **15th** — Result **6th**

5 If qualifying still counted for ratings, his score would be lower. Progress was slow in early phases and pass on Hulkenberg was arguably far too robust given car advantage. Made good moves on Sainz and Alonso to grab sixth, but final finishing position was probably the least expected of him.

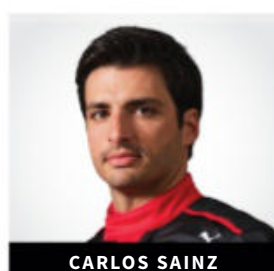
FERRARI



CHARLES LECLERC

Started **4th** — Result **9th**

5 Quickly fell away from Piastri at start and struggled to make progress after relatively early pit call for hard tyres. Warded off Russell overcut, but powerless to resist the Briton's overtake. Nipped past Sainz amid his team-mate's battle with Perez, but couldn't pass Albon at the end.

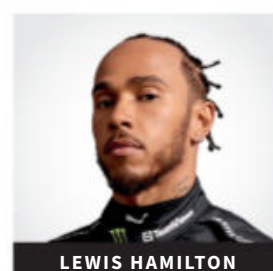


CARLOS SAINZ

Started **5th** — Result **10th**

4 Leapfrogged at start by Russell and just about kept Hamilton at bay prior to safety car. Badly positioned his car battling with Perez and lost a hatful of further places to the cars behind, costing himself and Ferrari a larger haul of points. Probably needed to reassess priorities, as Alonso was beatable.

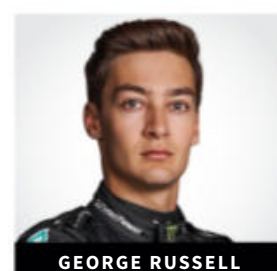
MERCEDES



LEWIS HAMILTON

Started **7th** — Result **3rd**

7 Admittedly very lucky with pitstop timing, particularly after poor start and first-turn off cost him a position, but was strong in the second half to complete his recovery. Battled hard with Norris despite drag deficit, and maintained enough of a buffer to keep the rapidly catching Piastri at bay.

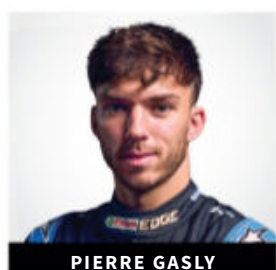


GEORGE RUSSELL

Started **6th** — Result **5th**

8 Another driver who could feel slighted by pitstop timing. Couldn't mount pass on Leclerc with soft tyres in opening phase, but atoned with brave move around outside at Luffield after stops. Tyre advantage over Piastri did not yield a further place as McLaren was too quick to keep tabs on.

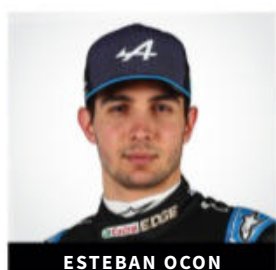
ALPINE



PIERRE GASLY

Started **10th** — Result **18th**

6 Started strongly to maintain position in the lower reaches of points, leapfrogging Albon in opening array of corners. Lost ground amid pitstops, having stopped prior to safety car, and was then munched by Stroll at Club, which broke his suspension and put an end to his race. Was justifiably furious.

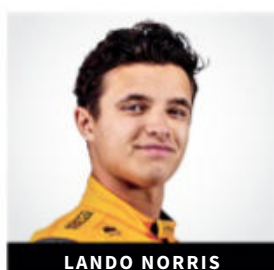


ESTEBAN OCON

Started **13th** — Result **R**

5 Began on soft tyres and made up a place on Hulkenberg at the start. Looked to have Stroll beaten at Copse, but Canadian held on through Maggotts to reclaim 11th. A hydraulic pump failure caused Alpine to retire his car, his second consecutive British Grand Prix non-finish.

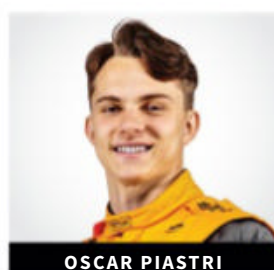
McLAREN



LANDO NORRIS

Started **2nd** — Result **2nd**

9 Was set for a 10, but the sole blot on his copybook was a late-race black-and-white flag that put him on the brink of undoing his hard work. Otherwise, was exemplary and took the initiative – and the lead – at the start. Settled in for second after Verstappen's inevitable pass.

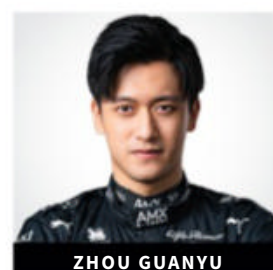


OSCAR PIASTRI

Started **3rd** — Result **4th**

9 Unlucky with timing of pitstop prior to safety car, which cost a podium. Kept pace with Norris during opening stint; shook off disappointment of dropping out of the top three to ward off Russell on the restart. Was strong in final few laps of the race in last-ditch attempt to catch Hamilton.

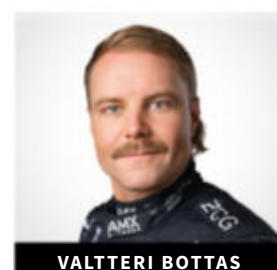
ALFA ROMEO



ZHOU GUANYU

Started **17th** — Result **15th**

5 Had to pit a second time under the safety car to remove a tear-off from his brake duct, and dropped to the back as a result. Nonetheless made progress on the restart, clearing the AlphaTauri duo by the end of the race despite being disadvantaged by need to stop three times over the race.



VALTTERI BOTTAS

Started **20th** — Result **12th**

5 Probably made most of decision to pit under VSC/safety car period, which earned him a few positions after qualifying efforts were nixed by lack of a fuel sample. Found it difficult to make ground starting on hard tyres, but overall rose eight places and ended the day not too far from the points.



Norris seized the initiative to lead at the start of the race

ASTON MARTIN



FERNANDO ALONSO

Started 9th — Result 7th

6 Probably did what he could with the AMR23 given its lack of performance here, but it was another quiet weekend that pales in comparison to start of season. Passed by Hamilton after the Briton stabilised a poor start, and just did enough to hold off threat of Albon with DRS at the end.



LANCE STROLL

Started 12th — Result 14th

3 Club assault on Gasly was clumsy at best and deserved the resulting penalty, and he probably should have been ticked off for off-track Stowe overtake. Struggled with off-colour Aston Martin, but did little to compensate and wheel-to-wheel combat often appeared lamentable.

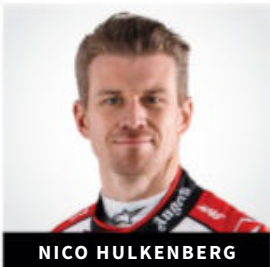
HAAS



KEVIN MAGNUSSEN

Started 19th — Result R

4 Gazumped by Bottas at the start and spent early laps running at the back until Hulkenberg's front-wing stop. Was being reeled in by Tsunoda after the Japanese driver's stop, then a power unit failure put an end to his race and prompted the emergence of the safety car.



NICO HULKENBERG

Started 11th — Result 13th

6 Felt Perez's robust lap-five pass was "rushed and unnecessary", and the resulting front-wing damage hurt his race considerably. Did a solid job to recover the arrears. Felt the safety car was of limited help and arrived too late for him. Was in lockstep in a DRS train for the race's remainder.

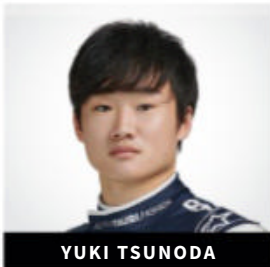
ALPHATAURI



NYCK DE VRIES

Started 18th — Result 17th

4 Largely saddled with difficult machinery. Not as effective at start as his team-mate, although began to close in until initial pitstops and fallout from Magnussen's engine failure. Pitted under safety car to claim track position, but quickly fell behind Hulkenberg and lost a further place to Zhou.

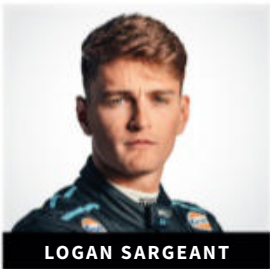


YUKI TSUNODA

Started 16th — Result 16th

4 Despite inclusion of far-reaching updates to AT04, remained wholly unconvinced by them after further struggles. Pitted twice, once under the safety car to retain track position, but was eclipsed by Zhou and Hulkenberg after the restart and unable to keep pace with them despite DRS trains forming.

WILLIAMS



LOGAN SARGEANT

Started 14th — Result 11th

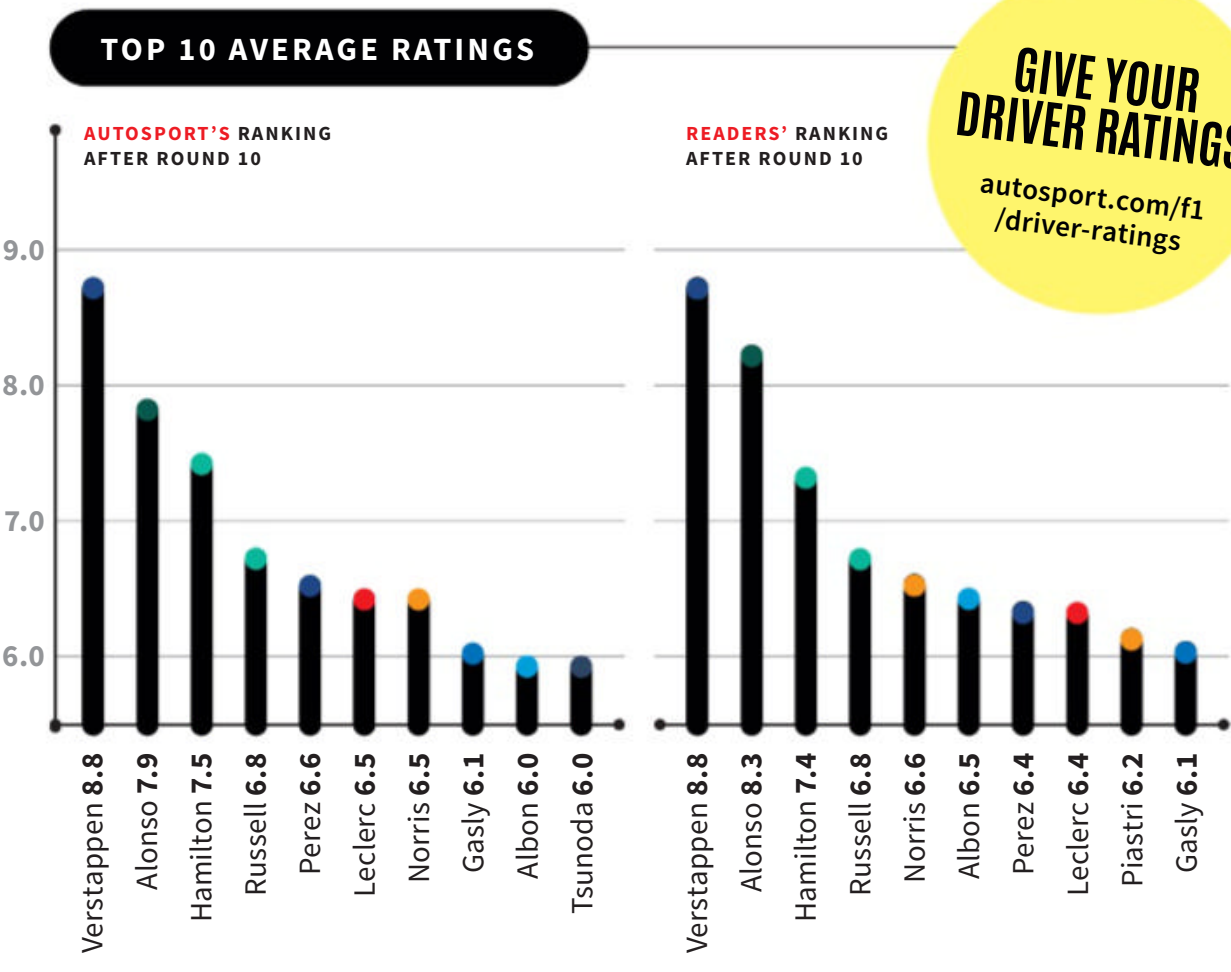
6 One of his better races after qualifying disappointment. Lost a couple of places in the opening laps, but kept pace with the cars around him and made up lost ground in the safety-car stops. Dropped Bottas at the restart and kept pace with Stroll, making up a further position after the Canadian's penalty.



ALEX ALBON

Started 8th — Result 8th

8 Lack of grip at the start contributed to fall to 10th, and then dropped out of points as Perez rose from lowly grid position. Took advantage of safety-car stops to make up ground, subsequently dicing with Alonso and Leclerc, racing well to collect more points for Williams.



Revenge for Toyota on Ferrari's home ground

The Japanese manufacturer hit back hard at Monza, its winning margin not reflecting the scale of its advantage

GARY WATKINS

PHOTOGRAPHY JEP



motorsport
IMAGES

Toyota gained something approaching revenge on Ferrari for its Le Mans 24 Hours defeat in the Italian manufacturer's backyard at Monza. Kamui Kobayashi, Mike Conway and Jose Maria Lopez took what on paper looked like a narrow victory, but in reality they had a clear advantage in last Sunday's World Endurance Championship round. And that explained its big rival's disquiet after the race.

Toyota won the Monza 6 Hours not because its GR010 HYBRID Le Mans Hypercar was the fastest car over a single lap of the 3.6-mile Autodromo Nazionale di Monza. There was little to choose between the Japanese car and Ferrari's 499P LMH: Kobayashi pipped Antonio Fuoco, in the 499P that finished the race in second position, to pole by just 0.017 seconds, and in fastest race laps he was just 0.057s ahead of the Italian at the top of the charts.

But when it came to pace over the second half of a double stint on a set of Michelins on a day track when temperatures topped 50C, Toyota blitzed Ferrari. That explained why the victory was much more comfortable than the final 16.5s margin made it look. Kobayashi and his team-mates would have been much further ahead when the chequered flag fell but for a proliferation of safety cars. The third and final full yellow flag period was the crucial one in explaining how and why Toyota had this one in the bag long before the end.

Just after the race was four hours old, Kobayashi was 46s up the road from Fuoco in the Ferrari he shared with Nicklas Nielsen and Miguel Molina. Virtual safety car conditions were imposed to deal with a car stopped just after the first chicane, and then the real thing was surprisingly sent out in a move that cynics would no doubt suggest was motivated by a desire to bring Ferrari back into this one.

Kobayashi's gap was down to four seconds when the race went green. The Toyota didn't initially pull away but, when the top two made their next pitstops, the gap grew: the leader didn't take tyres, his pursuer did. The fresher rubber allowed the Ferrari to close the post-stop deficit from 18s to 12s, a gap that reduced further

when they came into the pits for the final time with 45 minutes remaining. Kobayashi was given tyres, while Fuoco got fresh rubber on the hard-used left side of the car. The difference between the two cars came down to as little as 6.5s, but the truth was the leader always had things under control.

The advantage of the Toyota on Sunday was best illustrated when Lopez went up against Nielsen over a double stint during the middle hours of the race. The Toyota had been 7s ahead when they both made fuel-only stops in the middle of their respective doubles but, when





Narrow win for Kobayashi, Conway and Lopez was in reality anything but

“We have killed the opposition in tyre management. This is where we create a big, big gap”

they handed over to Kobayashi and Fuoco respectively, that advantage stood at well over half a minute. “We have killed the opposition on the second stint – in tyre management,” said Toyota Gazoo Racing Europe technical director Pascal Vasselon. “That is really where we create a big, big gap.”

Toyota went for what could be termed as a conservative tyre strategy. It ran the hard-compound Michelin throughout the race on both its cars until the final stint, when it pressed into service the mediums on which Kobayashi and Brendon Hartley had qualified the two cars. Ferrari on the other hand relied more on the medium despite the searing temperatures. It ran a more varied strategy, which sometimes involved a full set of the softer of the two compounds and sometimes a mix of the two tyre choices available, with the hard on the left of the car or sometimes just the left rear.

Ferrari chose not to talk to the media after the race to confirm what it had used and to explain why, but it appeared that it knew it couldn't beat Toyota in a straight fight and went creative to mix things up. »

NOT AS BAD AS IT LOOKS FOR CADDY

A 10th-place finish clearly wasn't what Cadillac was looking for last week. After all, Alex Lynn, Earl Bamber and Richard Westbrook had taken a first Hypercar podium at the Le Mans 24 Hours aboard their Ganassi-run V-Series.R LMDh and were lying third in the points heading into Monza. Yet there wasn't the air of despondency in the camp post-race that you might have expected.

The trio owed their lowly finishing position to what Lynn described as “a bit of a messy race”. There were a couple of long pitstops – one because a wheelnut didn't go on properly, another when the radiator ducts were given a good clear-out – but the real hit for the solo Caddy in the field came during the second safety car.

It had gone onto an alternative strategy along with the second cars from Toyota, Ferrari and Porsche at the first safety car. The drivers reckoned it was going to work for them, but the need to do an emergency pitstop turned out to be a double whammy for the American car.

The race went green just as Westbrook was entering the pits to take his splash,

whereas the other early stoppers had made their enforced short fuel stops when the race was still yellow. The extra time that went west for the Ganassi car at this point meant it lost contact with the Ferrari, the Toyota and the Porsche.

“We're disappointed with the result, but not with what the car was doing and our lap times”

“It's all about fine margins at this level and we just lost little bits and pieces that meant we weren't able to show what we could do today,” explained Lynn, who started and finished the race. “I enjoyed driving the car and I felt really happy out there.

“I feel we've made an improvement with the car since Le Mans and today showed that, even if we didn't get the result. We came here to Monza with high hopes and felt we could do something good, but it hasn't swung our way.

“We're disappointed with the result, but not with what the car was doing and our lap times. There are positives to take from this weekend.”



#8 Toyota was penalised after Buemi nerfed Giovinazzi's Ferrari into a spin



A cursory statement from Ferrari issued long after the race had finished implied dissatisfaction with the new Balance of Performance introduced for this race. It claimed it raced at “a disadvantage compared to its rivals” and that there was an “imposed limitation” on the 499P. The term ‘BoP’ wasn’t mentioned: manufacturers, teams and drivers are precluded from talking about it in the regulations.

What needs to be pointed out, however, was that the Toyota was the heaviest car in the field. Its minimum weight remained at 1080kg – the maximum allowed in the rules – after its controversial 37kg increase before Le Mans, while the Ferrari got an extra 5kg for Monza, bringing it up to 1069kg. Toyota lost 6.7bhp and Ferrari 16bhp under the latest BoP.

The second entries from Toyota and Ferrari – the two cars at the top of the points table after Le Mans – finished sixth and fifth respectively after up-and-down races. Both were then penalised after the chequered flag! The Japanese car came back to fourth after losing time with two penalties – a one-minute stop/go and a 10s hold in the pits – after Sebastien Buemi endured a disastrous start to the opening stint.

The Swiss, who shared with Hartley and Ryo Hirakawa, tagged Antonio Giovinazzi into the first corner in what might easily have been adjudged a racing incident to get the plus 10s, and then eight laps later clipped the D’Station GTE Am Aston Martin between the

“The new BoP probably didn’t close things up at the sharp end of the grid, but it did further down”

second Lesmo and the Ascari chicane, sending it into the barriers and instant retirement. It was a clear misjudgement that merited the one-minute stop/go. Giovinazzi had been tipped into a spin by the earlier contact, which explained why Ferrari chose to take the car off sequence when the safety car was deployed after Satoshi Hoshino’s off in the Vantage GTE. The subsequent safety cars allowed the Toyota to get back on terms with the #51 Ferrari after its penalties, Hartley overtaking Giovinazzi on lap 189 of the eventual 200.

They crossed the line in fourth and fifth positions, before Giovinazzi dropped a position for overtaking Frederic Makowiecki’s Porsche 963 LMDh beyond the limits of the track with 12 minutes left. The Toyota then had 50s added to its time and fell to sixth – and crucially behind the Ferrari – when it was penalised for going over the maximum permissible powertrain output for a second time of the race. So instead of Buemi and co increasing their championship lead from 25 to 29 points, it decreased to 23.

The new BoP probably didn’t close things up right at the sharp end of the grid, but it did further down. Witness Peugeot making it onto the podium for the first time with its avant-garde 9X8 LMH. Perhaps more to the point, Mikkel Jensen, Paul di Resta and Jean-Eric Vergne were only a minute behind the second-placed Ferrari at the end.

Jensen was able to lead the race for 15 laps after the first safety car, getting a run on Fuoco out of Parabolica to move to the front. Twenty or so seconds were lost at the first pitstops when the car had to be pulled back into position after an overshoot, but Jensen and his team-mates, who like their opposite numbers at Ferrari did much of their running on the medium Michelin, always looked to be in with a chance of a podium.

It would have faced a stern challenge from the Porsche Penske Motorsport entry that Makowiecki shared with Dane Cameron and Michael Christensen had not that car required a late splash of fuel. The roots of that need could be traced back to a triple stint from Christensen at the start: it had to be brought to an early end when his tyres went away. >>



SAFETY CAR SHENANIGANS AID JOTA LMP2 VICTORY

Two cars that hadn't even scored an LMP2 podium this season finished first and second after a topsy-turvy six hours at Monza, in a result that rolled back the years. Jota Sport and Signatech have been among the two most decorated squads in the secondary prototype category, earning three WEC titles and six Le Mans wins between them. And while fortunate safety car timings helped, all of that expertise was on show in the Italian sunshine.

Pietro Fittipaldi, Oliver Rasmussen and David Heinemeier Hansson have shown plenty of pace this season, but lacked a result to show for it. Yet such was their prowess that team boss Sam Hignett reckoned "we would have won it even without the help from the last safety car".

Heinemeier Hansson led the first eight laps until Giedo van der Garde, who had started last in the #23 United Autosports ORECA, stormed through on lap nine and was followed by team-mate Ben Hanley. But Jota remained in the hunt as Rasmussen and Fittipaldi took turns at the wheel, the Dane pulling a peach of a move on Fabio Scherer (Inter Europol) at Parabolica and driving around the outside of Freddie Lubin (in for Hanley) at Ascari. The #22 United car later dropped back when Phil Hanson spun attempting to lap a GTE Ferrari.

By the time Rasmussen returned to the cockpit, the race was shaping into a three-way fight with United's #23 car and WRT's #31 machine, van der Garde edging WRT's Ferdinand Habsburg to the grass through



Rasmussen, Fittipaldi and Heinemeier Hansson celebrate worthy victory

"Jota had two advantages. It needed less fuel at the final stops; and it also had a healthy Gibson V8"

traffic exiting Ascari. Habsburg and Rasmussen pitted together on lap 133, crucially just before a full course yellow became a safety car to cover the stranded Proton Porsche Hypercar. Both the polesitting #41 WRT ORECA, which lost time in the busy pitlane under the first safety car, and Inter Europol required emergency service, while United boss Richard Dean estimated that van der Garde lost 50 seconds by pitting when the race restarted. "The #23 car lost the race at that point," he grimaced. As Hignett put it: "The safety car took



Jota reckoned it had pace to win without safety car

everybody except the #31 out of the equation."

Habsburg continued to lead Rasmussen until they relayed Robin Frijns and Fittipaldi, the Brazilian briefly getting ahead by cutting the second chicane before falling behind again. But Jota had two advantages. It needed less fuel at the final stops; an eight-second shorter stop swapped the two cars heading into the final stint, and it also had a healthy Gibson V8. The same couldn't be said for WRT, and Frijns spluttered to a halt 20 minutes from home. This

elevated Signatech's #36 ORECA of Charles Milesi, Matthieu Vaxiviere and Julien Canal, which had been offset from its sister car from the very first stop "to avoid any manoeuvre and to lose time for nothing", according to team boss Philippe Sinault.

United had still been on course for third with the #23 car that led 111 of the 193 laps, but on the final tour Oliver Jarvis lost out to Louis Deletraz's #41 WRT machine in a second chicane dispute that ended with both cutting the corner.

JAMES NEWBOLD



United's #23 car led the most laps, but misfortune meant a fourth-place finish

Olivier Janssonie, technical director on the 9X8 programme, called the podium finish “quite logical and well deserved”. He explained that it was a natural result of the increase in pace compared with its rivals that Peugeot showed through practice and qualifying in Italy. He made much of the fact that the in-house Peugeot Sport team was now racing at a circuit it had competed at before – this was the first anniversary of the 9X8’s WEC debut. Of course, the BoP played its part, too. Peugeot had been a winner twice over: its manufacturer rivals have all been slowed, while it had received a little help in terms of engine power.

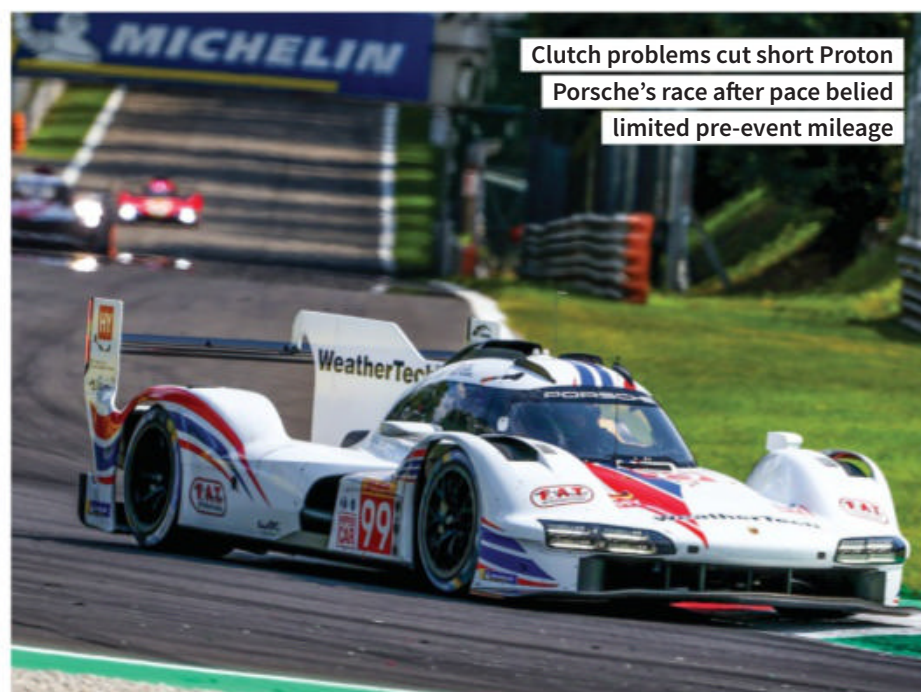
The other Peugeot lost 17 minutes early in hour three when

“Proton Competition’s car ran strongly and even led for a couple of laps during a pitstop sequence”

the gearbox activator needed replacing. That was a part, remember, that received a major redesign over the winter, the revised component coming on stream at Algarve in April.

The second factory Porsche shared by Kevin Estre, Laurens Vanthoor and Andre Lotterer ended up seventh after PPM split its strategies during the first safety car. It pitted under the yellow and ended up making two more pitstops than the sister car.

There were encouraging days for the two customer Porsche teams, even though the results didn’t suggest as much. The Jota team again showed its pace, a ninth-place finish two laps in arrears resulting from the steering wheel freezing on Antonio Felix da Costa. Not only did it need changing, but it stopped on circuit and required a full reboot after the car – another early stopper – needed to make a



Clutch problems cut short Proton
Porsche’s race after pace belied
limited pre-event mileage

so-called emergency stop for five seconds’ worth of fuel when the pits were closed under the safety car. With no pitlane speed limiter, da Costa got pinged for speeding during the stop.

Proton Competition’s car, which had received only the briefest of shakedown at Weissach less than two weeks before the race, ran strongly and even led for a couple of laps during a pitstop sequence. It eventually went out in the fourth hour with clutch problems.

Glickenhause took a decent eighth with its solo Pipo-engined 007 LMH shared by Olivier Pla, Romain Dumas and Nathanael Berthon, encumbered only by the need to look after its brakes in the face of rising temperatures in the latter stages of the race. Brake cooling issues also delayed the Vanwall-Gibson Vandervell 680 LMH on the way to 20th overall. ❄

GTE AM PORSCHE WINS THE BATTLE, CORVETTE THE WAR

Porsche earned GTE Am spoils for the first time this season at Monza but, fitting the narrative for 2023, it was Corvette Racing that hogged the limelight. Fourth place secured the drivers’ title for Nicky Catsburg, Nico Varrone and Ben Keating with two rounds to spare.

An LMP2 sideswipe robbed Julien Andlauer, Mikkel Overgaard Pedersen and Christian Ried of any chance of Le Mans success, but the #77 Dempsey-Proton Competition crew responded strongly at Monza to lead a podium clean sweep for the 911 RSR.

An old endurance racing adage again proved prescient, as Andlauer, Pedersen and Ried spent just 7m03s in the pits, 25 seconds fewer than any other team in the top five that might have laid claim to a victory that owed much to safety car timing.

The early stages were dominated by polesitter Sarah Bovy, but her Iron Dames Porsche suffered a setback when Vector Sport’s race-ending crash brought out the second safety car. The Belgian had to stop for emergency service, then returned to the pits after racing resumed.



#77 911 led podium
clean sweep for Porsche

Minutes before the interruption, Ried had handed over to Pedersen, who was tracking the GR Porsche of Riccardo Pera – another safety car beneficiary. The pair remained locked together throughout their double stint, even as both were reeled in and passed by

Varrone. The Argentinian rebounded well from a pitlane speeding violation that earned a drive-through penalty.

But the two Porsches again benefited from the timing of the third safety car for the troubled Proton Porsche Hypercar, completing their changeovers to Ben Barker and Andlauer as Corvette and the Dames again had to wait until the green. The #60 Iron Lynx Porsche, which Alessio Picariello had returned to Matteo Cressoni, also gained and now held third.

A battle between Barker and Andlauer was thwarted by a slow puncture for the Brit that forced him pit out of sequence and dropped him to third. Andlauer was never truly threatened by Picariello, who admitted that second was “a bit unexpected”, and won by 11.18s, while the GR Porsche ended up third ahead of the jubilant Corvette crew and the disgruntled Dames. For first-time WEC winner Pedersen, “everything just worked out”.

The same couldn’t be said for Ferrari, with its best car finishing sixth after Luis Perez Companc was turned around by Phil Hanson at the second Lesmo.

JAMES NEWBOLD

RESULTS

WORLD ENDURANCE CHAMPIONSHIP ROUND 5/7, MONZA 6 HOURS (ITA), 9 JULY (200 LAPS – 719.921 MILES)

POS	DRIVERS	TEAM / CAR	CLASS	TIME
1	Mike Conway (GBR) Kamui Kobayashi (JPN) Jose Maria Lopez (ARG)	Toyota Gazoo Racing/Toyota GR010 HYBRID	Hypercar	6h00m31.922s
2	Miguel Molina (ESP) Antonio Fuoco (ITA) Nicklas Nielsen (DNK)	Ferrari AF Corse/Ferrari 499P	Hypercar	+16.520s
3	Mikkel Jensen (DNK) Paul di Resta (GBR) Jean-Eric Vergne (FRA)	Peugeot TotalEnergies/Peugeot 9X8	Hypercar	+1m18.179s
4	Michael Christensen (DNK) Dane Cameron (USA) Frederic Makowiecki (FRA)	Porsche Penske Motorsport/Porsche 963	Hypercar	-1lap
5	Antonio Giovinazzi (ITA) Alessandro Pier Guidi (ITA) James Calado (GBR)	Ferrari AF Corse/Ferrari 499P	Hypercar	-1lap
6	Sebastien Buemi (CHE) Brendon Hartley (NZL) Ryo Hirakawa (JPN)	Toyota Gazoo Racing/Toyota GR010 HYBRID	Hypercar	-1lap
7	Laurens Vanthoor (BEL) Kevin Estre (FRA) Andre Lotterer (DEU)	Porsche Penske Motorsport/Porsche 963	Hypercar	-1lap
8	Romain Dumas (FRA) Olivier Pla (FRA) Nathanael Berthon (FRA)	Glickenhau Racing/Glickenhau-Pipo 007 LMH	Hypercar	-1lap
9	Antonio Felix da Costa (PRT) Will Stevens (GBR) Yifei Ye (CHN)	Jota/Porsche 963	Hypercar	-2laps
10	Alex Lynn (GBR) Earl Bamber (NZL) Richard Westbrook (GBR)	Cadillac Racing (Ganassi)/Cadillac V-Series.R	Hypercar	-2laps
11	David Heinemeier Hansson (DNK) Pietro Fittipaldi (BRA) Oliver Rasmussen (DNK)	Jota/ORECA-Gibson 07	LMP2	-7laps
12	Julien Canal (FRA) Matthieu Vaxiviere (FRA) Charles Milesi (FRA)	Alpine (Signatech)/ORECA-Gibson 07	LMP2	-8laps
13	Rui Andrade (PRT) Robert Kubica (POL) Louis Deletraz (CHE)	Team WRT/ORECA-Gibson 07	LMP2	-8laps
14	Giedo van der Garde (NLD) Josh Pierson (USA) Oliver Jarvis (GBR)	United Autosports/ORECA-Gibson 07	LMP2	-8laps
15	Jakub Smiechowski (POL) Fabio Scherer (CHE) Albert Costa (ESP)	Inter Europol Competition/ORECA-Gibson 07	LMP2	-8laps
16	Ben Hanley (GBR) Freddie Lubin (GBR) Phil Hanson (GBR)	United Autosports/ORECA-Gibson 07	LMP2	-8laps
17	Doriane Pin (FRA) Mathias Beche (CHE) Daniil Kvyat (RUS)	Prema Racing/ORECA-Gibson 07	LMP2	-8laps
18	Memo Rojas (MEX) Andre Negrao (BRA) Olli Caldwell (GBR)	Alpine (Signatech)/ORECA-Gibson 07	LMP2	-8laps
19	Nico Muller (CHE) Loic Duval (FRA) Gustavo Menezes (USA)	Peugeot TotalEnergies/Peugeot 9X8	Hypercar	-9laps
20	Tristan Vautier (FRA) Esteban Guerrieri (ARG) Joao Paulo de Oliveira (BRA)	Floyd Vanwall Racing Team/Vanwall-Gibson Vandervell 680	Hypercar	-9laps
21	Filip Ugran (ROU) Bent Viscaal (NLD) Andrea Caldarelli (ITA)	Prema Racing/ORECA-Gibson 07	LMP2	-9laps
22	Christian Ried (DEU) Mikkel Overgaard Pedersen (DNK) Julien Andlauer (FRA)	Dempsey-Proton Racing/Porsche 911 RSR	GTE Am	-15laps
23	Claudio Schiavoni (ITA) Matteo Cressoni (ITA) Alessio Picariello (BEL)	Iron Lynx/Porsche 911 RSR	GTE Am	-15laps
24	Michael Wainwright (GBR) Riccardo Pera (ITA) Ben Barker (GBR)	GR Racing/Porsche 911 RSR	GTE Am	-16laps
25	Ben Keating (USA) Nico Varrone (ARG) Nicky Catsburg (NLD)	Corvette Racing (Pratt & Miller)/Chevrolet Corvette C8.R	GTE Am	-16laps
26	Sarah Bovy (BEL) Michelle Gatting (DNK) Rahel Frey (CHE)	Iron Dames (Iron Lynx)/Porsche 911 RSR	GTE Am	-16laps
27	Luis Perez Companc (ARG) Lilou Wadoux (FRA) Alessio Rovera (ITA)	Richard Mille AF Corse/Ferrari 488 GTE Evo	GTE Am	-17laps
28	Ahmad Al Harthy (OMN) Michael Dinan (USA) Charlie Eastwood (GBR)	ORT by TF/Aston Martin Vantage GTE	GTE Am	-17laps
29	Efrin Castro (DOM) Guilherme Oliveira (PRT) Matteo Cairolì (ITA)	Project 1-AO/Porsche 911 RSR	GTE Am	-17laps
30	Julien Piguet (FRA) Simon Mann (USA) Ulysse de Pauw (BEL)	AF Corse/Ferrari 488 GTE Evo	GTE Am	-18laps
31	Thomas Flohr (CHE) Francesco Castellacci (ITA) Davide Rigon (ITA)	AF Corse/Ferrari 488 GTE Evo	GTE Am	-20laps
R	Sean Gelael (IDN) Ferdinand Habsburg (AUT) Robin Frijns (NLD)	Team WRT/ORECA-Gibson 07	LMP2	179laps-engine
R	Gianmaria Bruni (ITA) Harry Tincknell (GBR) Neel Jani (CHE)	Proton Competition/Porsche 963	Hypercar	134laps-clutch
R	Takeshi Kimura (JPN) Scott Huffaker (USA) Kei Cozzolino (JPN)	Kessel Racing/Ferrari 488 GTE Evo	GTE Am	70laps-mechanical
R	Matthias Kaiser (LIE) Ryan Cullen (IRL) Gabriel Aubry (FRA)	Vector Sport/ORECA-Gibson 07	LMP2	66laps-accident
R	Satoshi Hoshino (JPN) Casper Stevenson (GBR) Tomonobu Fujii (JPN)	D’Station Racing (TF)/Aston Martin Vantage GTE	GTE Am	7laps-accident

Winners’ average speed 119.809mph. Fastest laps Kobayashi 1m36.696s, 134.013mph. LMP2 Milesi 1m40.683s, 128.706mph. GTE Am Cairolì 1m46.863s, 121.263mph.

QUALIFYING 1 Kobayashi 1m35.358s; 2 Fuoco 1m35.375s; 3 Hartley 1m35.460s; 4 Vergne 1m35.662s; 5 Lynn 1m35.720s; 6 Giovinazzi 1m35.771s; 7 Menezes 1m35.780s; 8 Makowiecki 1m35.973s; 9 Ye 1m36.188s; 10 Estre 1m36.497s; 11 Pla 1m36.614s; 12 Tincknell 1m36.668s; 13 Guerrieri 1m38.089s; 14 Kubica 1m39.354s; 15 Fittipaldi 1m39.707s; 16 Hanson 1m39.790s; 17 Aubry 1m39.887s; 18 Costa 1m39.894s; 19 Habsburg 1m39.957s;	20 Pin 1m39.976s; 21 Caldwell 1m40.061s; 22 Milesi 1m40.214s; 23 Caldarelli 1m40.340s; 24 van der Garde 1m40.379s; 25 Bovy 1m47.632s; 26 Al Harthy 1m48.058s; 27 Ried 1m48.116s; 28 Perez Companc 1m48.221s; 29 Wainwright 1m48.464s; 30 Keating 1m48.519s; 31 Flohr 1m48.599s; 32 Piguet 1m48.713s; 33 Kimura 1m48.962s; 34 Castro 1m49.232s; 35 Hoshino 1m49.509s; 36 Schiavoni 1m49.883s.	CHAMPIONSHIP Hypercar drivers 1 Hartley/Hirakawa/Buemi 115; 2 Lopez/Kobayashi/Conway 92; 3 Pier Guidi/Giovinazzi/Calado 92; 4 Fuoco/Molina/Nielsen 85; 5 Lynn/Bamber/Westbrook 71; 6 Cameron/Makowiecki/Christensen 52; 7 Vergne/Jensen/di Resta 44; 8 Lotterer/Estre/Vanthoor 41; 9 Pla/Dumas 34; 10 Ryan Briscoe 24. Hypercar manufacturers 1 Toyota 152; 2 Ferrari 126; 3 Cadillac 72; 4 Porsche 66;	5 Peugeot 50; 6 Glickenhau 36; 7 Vanwall 6. LMP2 drivers 1 Deletraz/Kubica/Andrade 110; 2 Costa/Scherer/Smiechowski 100; 3 Lubin/Hanson 82; 4 Pierson/Jarvis 73; 5 Milesi/Canal/Vaxiviere 64; 6 Filipe Albuquerque 56. GTE Am drivers 1 Keating/Catsburg/Varrone 145; 2 Gatting/Frey/Bovy 67; 3 Al Harthy/Eastwood/Dinan 65; 4 Ried/Andlauer/Overgaard Pedersen 60; 5 Barker/Wainwright/Pera 54; 6 Rovera/Wadoux/Perez Companc 51.
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LE MANS
100
YEARS



ALPINE AT LE MANS

ALPINE'S NEW ATTEMPT TO SCALE LE MANS HEIGHTS

The resurgent French marque could not miss the opportunity offered by the new golden age of sportscar racing to make its bid for a return to glory in the 24 Hours

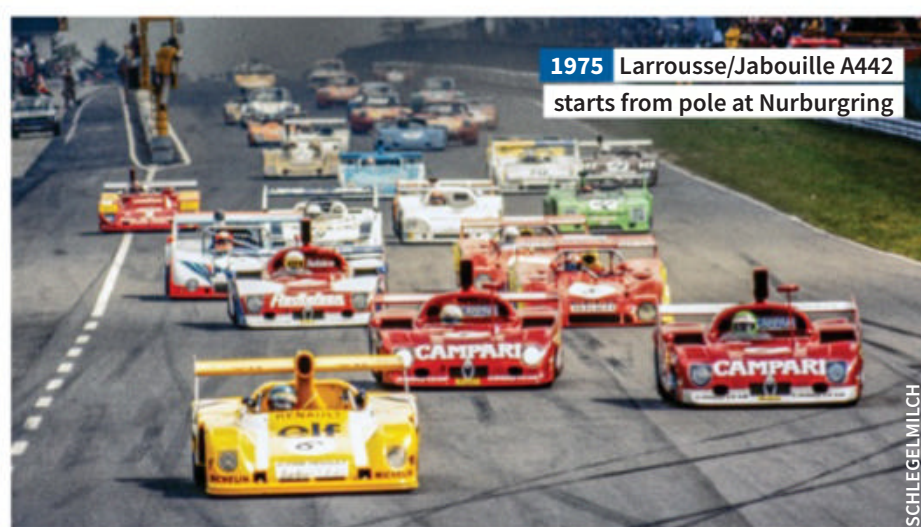
GARY WATKINS

PHOTOGRAPHY ALPINE AND  **motorsport**
IMAGES

There was a nice symmetry when, on the Friday of last month's Le Mans 24 Hours, Alpine unveiled the prototype with which it will attempt to rekindle past glories in endurance racing. The French enduro happened to fall on the same dates this year as in 1978, when the Renault marque finally triumphed in a race in which it had had a long if interrupted presence since 1963. Much was made of that victory when the covers came off the new World Endurance Championship contender, which for the moment is known as the A424_β. You could easily have misread that as A442B (above), the machine Didier Pironi and Jean-Pierre Jaussaud took to victory 35 years earlier, give or take the odd three days.

Alpine's heritage in sportscar racing and at Le Mans is clearly important to a marque in the middle of a relaunch that kicked off with the second-generation A110 in 2017. Why else would it be stepping up with what can be described as its first full-house attack on the WEC, with an LMDh to be run by long-term partner Signatech, when its badges have adorned Renault-owned Team Enstone's Formula 1 machinery for the past three seasons?

The marque is keenly aware of its history: it is continuing the three-digit nomenclature of both its prototypes and F1 cars. The A424_β follows on from the A440 to A443 Group 5 and Group 6



prototypes of 1973 to 1978, as well as the badge-engineered ORECA LMP2 and P1 prototypes run by Signatech in 2013-22. The largely forgotten A500 test car developed at Alpine's Dieppe facility ahead of Renault's F1 entry with the first 1.5-litre turbo engine in 1977 set the tone for the A521, A522 and A523 grand prix cars of the modern era.

"Endurance racing is a huge discipline with a big media impact, one that is also part of the Alpine history," says Bruno Famin, who heads



Alpine's new LMDh contender was launched at Le Mans this year and will make its race debut in 2024



up the LMDh programme as executive director of Alpine Racing at Viry-Chatillon, the just-outside-Paris HQ for all Renault's motorsport projects after the A442B (correctly called an Alpine-Renault) had secured victory at Le Mans from the Dieppe workshops. "We have F1, which is the main pillar for us, but this is a great opportunity because we have this new golden era of endurance coming at the same time as we have a massive development of the Alpine brand with three new

"Endurance racing is a huge discipline, one that is also part of the Alpine history"

models coming. Thanks to Signatech we have become established in endurance in the modern era and it is quite natural for us to use these new regulations to become part of the top category."

Alpine had been dormant as a road-car make since the mid-1990s, though the Dieppe factory has turned out, among other things, the Renault Sport Spider and the R.S.01 one-make racer, but plans for a relaunch proper were hatched in the early 2010s, initially in partnership with Caterham Cars (there was a short-lived cross-shareholding deal between the two companies).

That coincided with discussions with Philippe Sinault, whose Signature single-seater team had made its first forays into sportscars in 2009. A deal was struck, he says, "around the table with a cup of coffee" to bring Alpine back into endurance competition. The team's ORECA-Nissan 03 LMP2 was rebranded after the French marque – it carried the A450 type number – and what turned out to be a >>

ALPINE AT LE MANS



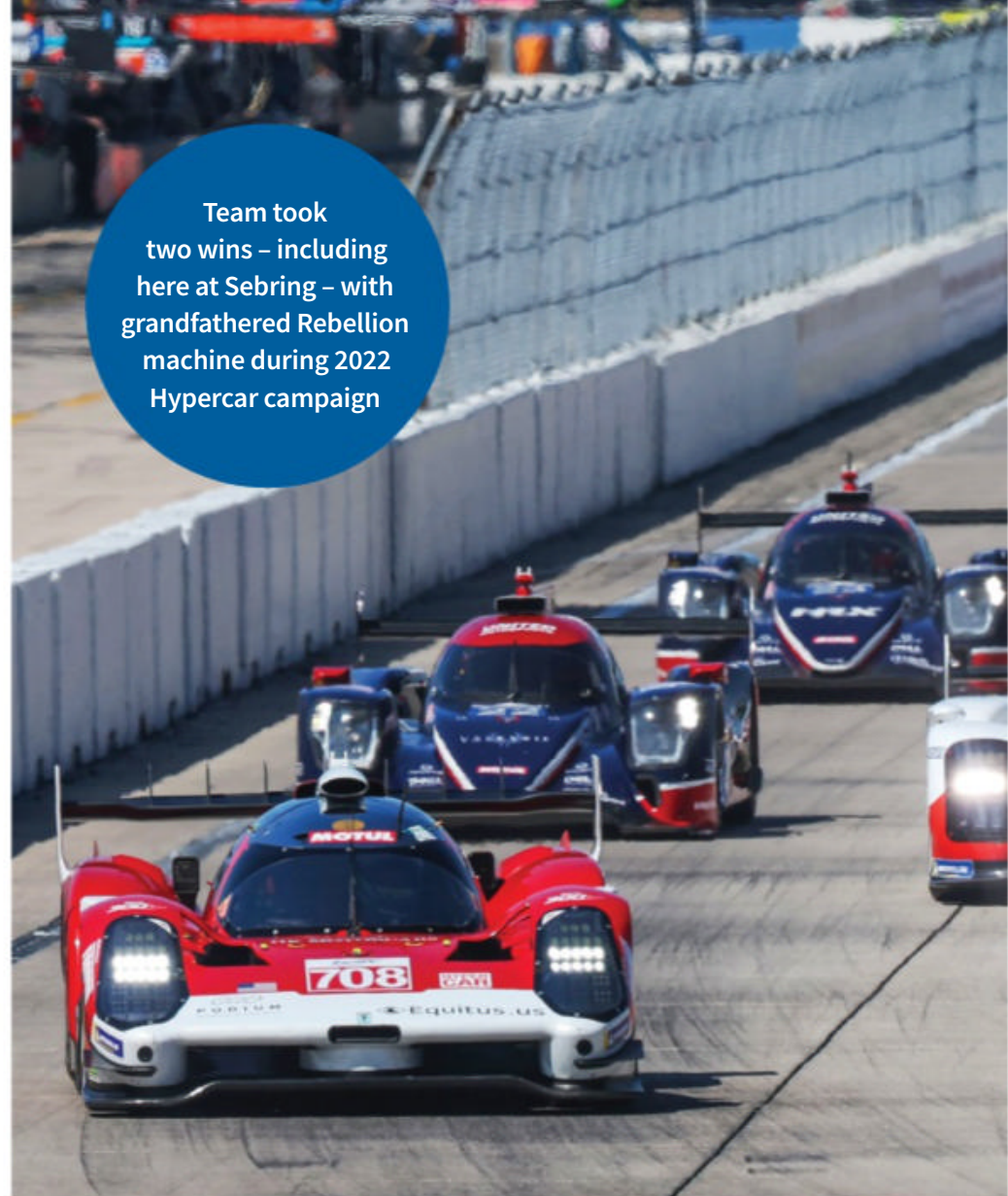
successful assault made on the 2013 European Le Mans Series. A second championship followed in 2014 prior to a graduation to the WEC and two more titles in 2016 and 2018-19. Alongside that there were three P2 victories at Le Mans.

Sinault makes no secret that his end plan was always a move into the top class of endurance racing. "If you find your way to have an agreement with Alpine, the right place for this kind of manufacturer is the very top," he says. "My target was always to build something to one day arrive in the top category."

A step on that road was Signatech and Alpine's assault on the new Hypercar class in 2021 and 2022 with a 'grandfathered' LMP1, the Gibson-powered ORECA design that originally raced as the Rebellion R-13 in the WEC in 2018-19 and 2019-20. "We saw that the landscape of endurance was changing," he explains. "I thought we needed to find a way to give everyone a little push in the right direction."

Sinault's aspirations to graduate to the Hypercar ranks started to be echoed by the Alpine hierarchy in 2021. Company boss Laurent Rossi made comments to that effect at Le Mans in August 2021. He admitted that a programme in the top class was under investigation and that the Le Mans Hypercar route was on the table as well as LMDh.

Alpine never got very far down the road with an LMH, according to Famin. "We looked at the two options, but quickly the decision was taken for LMDh," he explains. "One reason was cost, but there is also the question of simplicity. To develop an LMH with your own hybrid system would undoubtedly have taken longer."



Famin suggests that such a task would have had "no benefit" even for a marque keen to showcase its technical credentials ahead of the launch of an all-electric range – all three of its forthcoming vehicles will be EVs. Using a next-generation P2 chassis as per the rules in LMDh, in Alpine's case the ORECA, and the spec hybrid system produced by Williams Advanced Engineering, Bosch and Xtrac was the perfect route because, he says, "the added value is not in the hardware, it is in the energy management". He points out that, as strictly controlled as the LMDh ruleset is, software is free.

ORECA was the obvious chassis partner given its ongoing relationship with Signatech and the wider Renault group. Famin suggests that had Alpine decided to go the LMH route, it would have been in partnership with ORECA.

The French motorsport giant supplies the engines for the Formula Regional European Championship by Alpine from its Magny-Cours facility and has a long-standing involvement in the marque's junior single-seater programmes. It also developed the Megane RS Trophy one-make racer for 2009. Students of junior single-seater history will remember that Alain Prost won the 1979 European Formula 3 Championship with Renault motivation in a Martini run by ORECA, though it is largely forgotten that ORECA fielded an A442 at Le Mans in 1977. It was easily overlooked because the car failed to last a lap before catching fire.

The ORECA tie-up was revealed on the announcement of the LMDh programme in October 2021. An entry prior to 2024 at the start of what is being billed as a four-year programme was never on the cards, partly because ORECA couldn't begin work on the car until last summer. Until then it was busy on the Acura LMDh. Only when the Honda marque's ARX-06 started testing could resources be diverted to the Alpine project.

A lid was kept on one key technical detail until the Le Mans launch of the A424_β at Alpine's new events centre. That was the configuration of the internal combustion component of the powertrain. It is a 3.4-litre single-turbo V6 that the manufacturer found, according to Famin, "close to home".

It has linked up with Mecachrome, a company with which Renault has a longstanding relationship in motorsport, as its development partner. The company headquartered in Blagnac in south-western France took over the three-litre V10 F1 engine programme for 1998, but the sporting links between the two companies stretch back far beyond that. When Renault expanded its F1 programme to include the supply of customer versions of its 1.5-litre F1 turbo in the mid-



“If you find your way to have an agreement with Alpine, the right place is the very top”

1980s, Mecachrome was chosen to assemble the engines.

The basis of the Alpine's engine is the unit of the same 3.4-litre capacity used in the Dallara FIA Formula 3 and Formula 2 one-make racers, in normally aspirated form in the former and with a turbo in the latter. That means it has a clear link to the engine that powered the Ginetta G60-LT-P1 in its first season in 2018-19.

“It is close to the F2 engine,” admits Famin. “We are working with Mecachrome and at Viry-Chatillon to make it more reliable and to improve the consumption.” Asked about the single-turbo configuration, he says: “We were looking for an engine making 520kW [698bhp] and we had one close. We don't need more power. The differences between the manufacturers will be reliability and the use of the energy you have available. For reliability, the simpler the better.”

That was one reason why Alpine never considered using its F1 1.6-litre turbo as the basis for its LMDh powerplant. Famin explains that it was possible to achieve the 520kW “in a much easier and much cheaper way, particularly in terms of maintenance”.

The Alpine LMDh was fired up for the first time at the start of this month and is due for a shakedown at the end of this month at Lurcy-Levis near Auvergne. Testing proper will then begin at Paul Ricard in

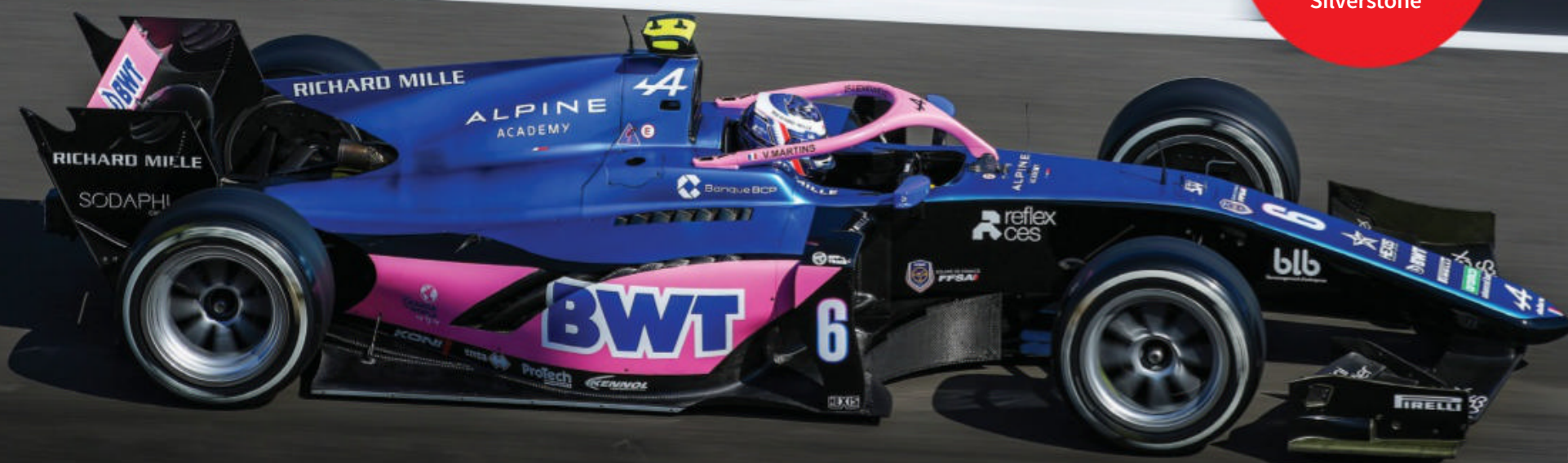
mid-August and a first 24-hour Le Mans simulation has already been pencilled in for Motorland Aragon in November. Long-time Signatech driver Nicolas Lapierre will handle initial development duties. The Frenchman, who is not racing for the team on its temporary return to P2 for a kind of holding programme in the WEC this year, has been tacitly confirmed though not officially announced in that role.

Alpine isn't talking about who will race its two LMDhs in 2024 as yet, though Sinault admits that “it is not difficult to imagine our current drivers are on the list”. That means Matthieu Vaxiviere and Andre Negrão – who along with Lapierre took third place at Le Mans with the A480-badged P1 ORECA in 2021 as well as a pair of WEC victories last year ahead of Toyota – should be regarded as shoo-ins for race seats in the definitive version of the car revealed at Le Mans.

The WEC racer will have lost the β suffix by the time it makes its debut in Qatar early next March. Its usage on what was a show car at Le Mans follows a norm in the software industry where it signifies a development version of a programme. The name of the car with which Alpine will try to repeat its Le Mans success of 35 years ago won't be quite so mistakeable for the 1978 winner, but there can be no mistaking Alpine's intent. *W*



F2 rookie Martins was stunning on his way to feature race success at Silverstone



Magnificent Martins on top

FORMULA 2
SILVERSTONE (GBR)
8-9 JULY
ROUND 8/13

Alpine Formula 1 protege Victor Martins put in a sensational drive at Silverstone to claim his maiden Formula 2 win in the feature race, eradicating a five-second penalty despite three safety cars.

The reigning Formula 3 champion qualified his ART Grand Prix car on pole, but lost the lead to fast-starting Red Bull Junior Ayumu Iwasa, who surged his DAMS car in front from third on the grid. In retaliation, Martins swept around the outside of Village to claim the inside line for the Loop and retake the lead, but ran all four wheels off the track in doing so.

The Frenchman had built a lead of five seconds over Iwasa when the safety car emerged for the first time after six laps. That disadvantaged Enzo Fittipaldi and series leader Frederik Vesti, who had just made their mandatory pitstops from fifth and seventh positions respectively to get off

the soft Pirellis and onto the hards, because all the others who had started on the softs were able to stop under the safety car.

Martins rejoined third behind Isack Hadjar and Arthur Leclerc, the leading pair on the alternate strategy, and no sooner had racing resumed than the safety car was called out again. Vesti had been rear-ended by Dennis Hauger as the pack bunched up at Club for the restart, with the Prema driver in turn clipping the rear of Roman Stanek, who spun to a halt. Vesti had to retire with suspension damage as a result.

The Dane's team-mate Ollie Bearman was running in a net third, but ran wide at Abbey at the restart and lost positions. Then the safety car appeared again. Kush Maini, who had dropped back after qualifying on the front row, attempted a move on Bearman at Club, but ended up hitting his Campos Racing team-mate Ralph Boschung, ending both drivers' races.

Now those on the alternate strategy could pit for softs under the safety car, but problems at the stop for Hadjar dropped him back. Martins was now back in front from Zane Maloney, Theo Pourchaire and Leclerc. On his soft tyres, Leclerc soon got Pourchaire, but as his rubber began to fade he was repassed by the title contender. Pourchaire went on to finish third in his ART car, while Rodin Carlin's second-placed Maloney couldn't prevent Martins building an on-the-road gap of 7s. As Leclerc struggled further, Virtuosi's Jack Doohan came through to fourth from Iwasa, who had dropped a couple of places due to an incident with the charging Maloney.

Vesti had at least taken victory in the sprint race on Saturday in wet conditions. After an early safety car, Bearman made



Vesti was the man in Saturday sprint

WEEKEND WINNERS

FORMULA 2
SILVERSTONE (GBR)

Race 1 Frederik Vesti

Prema Racing

Race 2 Victor Martins

ART Grand Prix

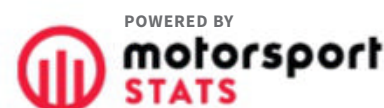
FORMULA 3
SILVERSTONE (GBR)

Race 1 Franco Colapinto

MP Motorsport

Race 2 Oliver Goethe

Trident



For full results visit motorsportstats.com

it a Prema 1-2 when he charged past Pourchaire and Hadjar, only to spin at Club.

Out front, Vesti built an ever-growing lead while Sauber Academy prospect Pourchaire made it past Hadjar's Hitech machine for second just after half-distance.

Behind them there was a fiery battle for fourth between Bearman and Doohan. The Australian ran wide at Stowe as he tried to pass, calling furiously on the radio for Bearman to be penalised for running him wide. They then both got past the fading Hadjar before Bearman, in defending another Doohan attempt, ran too wide at Club and had to take a trip through the gravel. Doohan gave a sarcastic wave as he sailed through to third, while Fittipaldi and Hadjar also got ahead of the British Ferrari protege, who finished sixth.

MEGAN WHITE

Trident ahead as Goethe beats Fornaroli

FORMULA 3
SILVERSTONE (GBR)
8-9 JULY
ROUND 6/9

For some time it looked as though Leonardo Fornaroli might be scoring his breakthrough Formula 3 win in last Sunday's feature race at Silverstone, but eventually it was his Trident team-mate Oliver Goethe who came through to accomplish the same milestone.

The reigning Euroformula Open champion lined up second behind his Italian stablemate, but lost out to Campos Racing's Pepe Marti at Luffield on the opening lap, before reclaiming his position at Stowe. Soon there was a safety car, with Luke Browning stranded on the Hamilton Straight after being nudged wide as he battled with Hugh Barter. More contact, between Caio Collet and Jonny Edgar, sent both into the pits with damage.

While Marti began losing time to the leading pair, Fornaroli was beginning to struggle with his tyres and Goethe took the lead on lap 15 of 22. Then rain began to fall, and the safety car was called out again when Roberto Faria ended up in the barrier at Luffield after contact with Tommy Smith.

Goethe kept it nicely under control when the race restarted with two laps remaining, crossing the line 1.7s ahead of Fornaroli, with Marti third. Fourth was Paul Aron. The Prema-run Mercedes F1 junior did briefly pass Marti on the road, only to fall back

behind the Spaniard due to doubt as to whether the safety car had been called. He headed home Christian Mansell (Campos) and the Trident car of series leader Gabriel Bortoleto.

Williams-backed Franco Colapinto took his first win of the season in the sprint race (apart from the Melbourne victory he had taken away from him) amid mixed conditions in his MP Motorsport car. The start was delayed by 10 minutes as rain began to fall, but everyone took the start on slicks apart from Gregoire Saucy.

Colapinto took third at Village on lap one as team-mate Edgar fell back, while reversed-grid poleman Sebastian Montoya (Hitech) held the lead from Jenzer Motorsport's Taylor Barnard.

The rain started again on lap five, and when it became heavier the safety car was brought out, sending many to the pits for wet-weather tyres. The safety car proved the undoing of the leading duo,



ALL PICS: FORMULA MOTORSPORT LIMITED

Goethe leads from
Fornaroli, Marti,
Aron and Mansell...



...but it was Fornaroli
who had grabbed pole

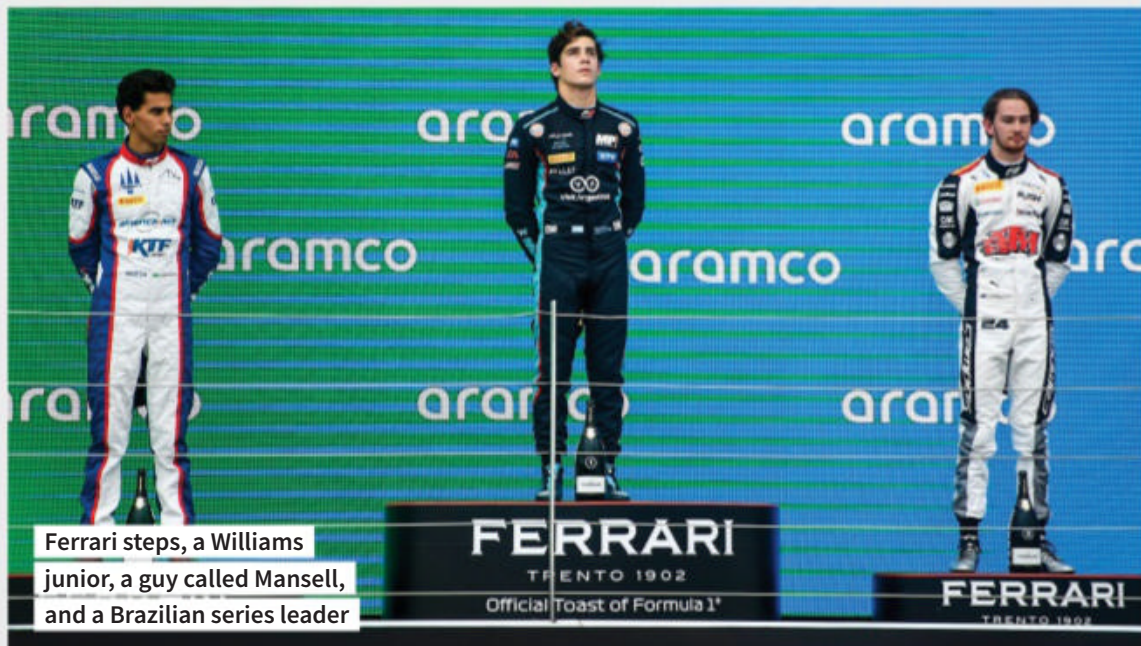
when at the restart Barnard appeared to be caught out by Montoya's caution on the slippery track into Abbey. The Brit caught the rear end of the Colombian's car and sent him into a spin, while Barnard suffered a puncture.

This put Colapinto at the front, with Bortoleto in second. From there, the Argentinian built a strong lead to take his first win since Monza's season-closer last year, with Bortoleto next up and Mansell beating Van Amersfoort Racing's Collet to third.

Aron, his Prema team-mate Dino Beganovic, Browning (who ran fourth early on) and Marti were among those on grooved Pirellis, and Aron stormed to fourth after the restart. But as the track began to dry out again it became clear that slicks were the tyre to have. Gabriele Mini used his to recover to fifth from Barter, Fornaroli and Montoya.

Beganovic's weekend had been destroyed by engine failure before he set a lap time in qualifying, while Zak O'Sullivan in the other Prema car also had a tough event on his home track.

MEGAN WHITE



Ferrari steps, a Williams
junior, a guy called Mansell,
and a Brazilian series leader



Boccolacci leads ten Voorde, King and Buus. What could possibly go wrong?

PORSCHE AG

Fach on top after top title challengers tangle

PORSCHE SUPERCUP
SILVERSTONE (GBR)
9 JULY
ROUND 3/7

Alexander Fach clinched his maiden Porsche Supercup victory with a neatly controlled drive at Silverstone as the principal championship contenders eliminated each other from contention on the opening lap.

The weather provided no excuses: in contrast to the mixed conditions that afflicted Formula 1 practice and qualifying, the Porsche Supercup enjoyed warm sunshine and a dry track. Fach, a DNF last time out for his father's Fach Auto Tech team at the Red Bull Ring, qualified fifth and nimbly avoided the scene at Village as top-four starters Dorian Boccolacci, Larry ten Voorde, Harry King and Bastian Buus

tangled and then gyrated onto the run-off.

Damage incurred in this incident ended King's race on the first lap and, while ten Voorde pitted and continued, he was too far behind to make headway and retired on lap 10. Boccolacci dropped to 14th and found himself in the thick of a typically energetic midfield battle, spending much of the race baulked behind Marvin Klein, who was hit with a three-second penalty for gaining an advantage through contact while defending.

After passing Klein, Boccolacci reached 11th at the chequered flag, finishing 0.394s ahead of Carrera Cup GB points leader Adam Smalley, who was making his first 2023 Supercup start with Team Parker Racing. Points leader Buus dropped to 25th and worked his way back to 13th at the flag, setting the fastest lap, but ended the race with a stewards' investigation looming over him for hitting Ghislain Cordeel.

Richardson Racing's Carrera Cup GB star Robert de Haan surged from 10th on the grid to second on the opening lap and kept Fach honest throughout, only allowing the gap to creep over half a second in the closing laps as he came under attack from Alessandro Ghiretti. The Martinet by Almeras rookie launched a spirited assault into Stowe and through Vale and Club on the final lap, but de Haan kept the door closed to hold on to second place.

Keagan Masters was the highest-placed rookie in qualifying, starting from eighth, but the Ombra driver fell behind Ghiretti on the run into Abbey on the first lap and finished 1.703s in arrears. Dutch veteran Jaap van Lagen made up for a relatively disappointing grid position of ninth by bringing his Dinamic Motorsport car home in fifth position.

STUART CODLING

Buhler wins after narrow defeat

F1 ACADEMY
MONZA (ITA)
8-9 JULY
ROUND 5/7

Lena Buhler made up for her narrow defeat in a photo finish at Monza to win the second of three entertaining F1 Academy races on the WEC undercard.

In a shortened seven-lap opener, red-flagged after Chloe Grant vaulted over Bianca Bustamante and rolled, Swiss Buhler pressured polesitter Marta Garcia for the duration. She pulled alongside the Prema driver exiting Parabolica on the run to the flag and was denied by just 0.009s. Behind,

three Rodin Carlin drivers crossed the line together, Jess Edgar pipping team-mate Abbi Pulling for third.

ART pilot Buhler started fifth on the reversed grid for race two, but quickly made progress. Up to third by lap three, she was pressuring Nerea Marti for second when the distracted Campos driver clattered leader Amna Al Qubaisi's MP Motorsport machine at the first chicane. Buhler inherited the lead, but had to fend off the advances of Bustamante (Prema).

Pulling took third, then led much of the finale after snaring pole. But Bustamante capitalised on the Briton running slightly deep into the first chicane on lap seven before bravely passing around the outside



FORMULA MOTORSPORT LIMITED

of Curva Grande. Bustamante survived a hit from Hamda Al Qubaisi into the first chicane to beat Pulling and Amna Al Qubaisi, while points leader Garcia took fifth after a spin at Parabolica. Buhler was 10th after overshooting the Rettifilo.

JAMES NEWBOLD

Rapid Blomqvist spearheads Acura's sure Shank redemption

IMSA SPORTSCAR
MOSPORT (CAN)
9 JULY
ROUND 6/11

Meyer Shank Racing with Curb-Agajanian secured its second victory of the IMSA SportsCar Championship season last Sunday at the spectacular Mosport venue just an hour or so east of Toronto, Canada. In contrast to the long shadow that was cast following its triumph in the season opening Daytona 24 Hours, which was allowed to stand despite a hefty financial and points penalty for manipulating tyre pressure data, this one was claimed by Tom Blomqvist and Colin Braun with a heady mix of pace and strategy for their GTP Acura ARX-06.

Blomqvist set the tone on Saturday by taking pole position by less than 0.1 seconds over Wayne Taylor Racing's similar Acura in the hands of Ricky Taylor. Pipo Derani kept the Acuras honest in qualifying, only another 0.1s adrift in third place with the Action Express team's Cadillac V-Series.R, but race day was all Acura.

Blomqvist dealt with slower traffic expertly throughout his opening 46-lap stint and was able to maintain his lead until handing over to Braun after 53 minutes. Behind, Sebastien Bourdais (Ganassi Cadillac) jumped Derani at the start and held onto third for the opening 36 laps before the Brazilian was able to find a way past. By then the two Acuras were already 20 seconds up the road.

Felipe Nasr's Penske Porsche 963 started fifth, but a strong turn of speed and tremendous economy, which allowed him to run a full hour before pitting for the first time, meant he



GALSTAD/MOTORSPORT IMAGES

emerged in third once the opening round of stops had been completed in the two-hour-and-40-minute race.

The only hiccup for the lead Acura came during the first caution period after 77 minutes when everyone pitted for fuel. A slightly longer stop relegated Braun to third behind both Filipe Albuquerque, who had replaced Taylor in the second Acura, and Alexander Sims, in for Derani. But there was plenty more strategy to be played.

A couple of cars, including the WTR Acura, took final service immediately prior to another "short" caution (during which the pits remained closed) with 53 minutes remaining. Most of the other GTP contenders pitted shortly after, leaving the Meyer Shank car out in front. Another full-course yellow just 10 laps later provided a further opportunity to pit, but by then the team had decided they could make it to the finish without a third stop.

Braun took off at the green flag and quickly extended his lead over Albuquerque, and the race ended under yellow when Renger van der Zande crashed the Ganassi Cadillac heavily after contact with the BMW of Augusto Farfus. The sister BMW

WEEKEND WINNERS

PORSCHE SUPERCUP
SILVERSTONE (GBR)
Alexander Fach, Fach Auto Tech

F1 ACADEMY
MONZA (ITA)
Race 1 Marta Garcia, Prema Racing
Race 2 Lena Buhler, ART Grand Prix
Race 3 Bianca Bustamante
Prema Racing

IMSA SPORTSCAR
MOSPORT (CAN)
GTP Tom Blomqvist/Colin Braun
Meyer Shank Racing
(Acura ARX-06)
LMP3 Felipe Fraga/Gar Robinson
Riley Motorsports (Ligier JSP320)
GTD Pro Antonio Garcia/Jordan Taylor
Pratt & Miller (Corvette C8.R)
GTD Bryan Sellers/Madison Snow
Paul Miller Racing (BMW M4 GT3)



For full results visit motorsportstats.com

M Team RLL Hybrid V8 of Connor De Phillippi/Nick Yelloly followed in third after its early commitment to a three-stop strategy worked to perfection.

The JDC-Miller Motorsports Porsche 963 of Mike Rockenfeller/Tijmen van der Helm also used a smart call to claim fourth ahead of the two 'factory' cars.

Felipe Fraga (Riley Motorsports Ligier) barged past local driver Garret Grist (Jr III Racing Ligier) in the late stages to snatch the LMP3 win, while the Corvette of Jordan Taylor/Antonio Garcia took GTD Pro honours after the race and championship-leading Vasser Sullivan Lexus of Jack Hawksworth/Ben Barnicoat hit trouble. 'Regular' GTD points leaders Madison Snow and Bryan Sellers combined for their third win of the season in Paul Miller Racing's BMW M4 GT3.

JEREMY SHAW





THE RACER

Pit talk from the HRDC



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Van der Linde leads from Guven during the opening race on Saturday



GRUPPECGBH

Smash-and-grab Preining prevents Schubert BMW double

DTM
NORISRING (DEU)
8-9 JUNE
ROUND 3/8

Reigning DTM champion Sheldon van der Linde bounced back from a mixed start to the 2023 season to win the first leg of the Norisring double-header, before Porsche's Thomas Preining spoiled a double party for the Schubert BMW squad by taking the spoils on Sunday.

Van der Linde's average qualifying position this year was a disappointing 13 coming into the blue-riband round of the DTM, but the South African was back at his very best on the 1.4-mile street circuit to clinch pole position on Saturday. When the race got under way, van der Linde comfortably held the lead, while Team Bernhard Porsche racer Ayhancan Guven and Rene Rast in the second Schubert BMW moved into second and third positions at the expense of Preining, who eventually dropped to eighth.

The safety car was deployed twice during the early part of the race, but van der Linde was undeterred each time, perfecting both

restarts to stave off the threat from Guven. The leading BMW stopped for fresh tyres at the end of lap 38, with Guven electing to stay out for two more laps. Incredibly, some quick work by the Bernhard mechanics allowed Guven to emerge in front, but van der Linde had no trouble passing the Turk to reinstate the status quo.

With Guven losing further ground on cold tyres on his out-lap, van der Linde had an easy run to the flag, taking his fifth career win with a margin of 1.520 seconds. Rast clinched his first podium for BMW by finishing second behind his team-mate.

Kelvin van der Linde couldn't join his younger brother on the rostrum after a magnet on his Abt Audi's steering wheel came loose and left him stuck in second gear with just five minutes left in the race. This elevated Dennis Olsen's Manthey EMA Porsche to third ahead of the Winward Mercedes of Lucas Auer, and Guven.

Schubert again appeared to be the team to beat in race two, with Rast leading the field from pole position and van der Linde Jr passing a slow-starting Preining for second. But the complexion of the race changed after the pitstop sequence, with an



Second-race winner
Preining ahead of Olsen

GRUPPECGBH

WEEKEND WINNERS

DTM

NORISRING (DEU)

Race 1 Sheldon van der Linde
Schubert Motorsport (BMW M4 GT3)

Race 2 Thomas Preining
Manthey EMA (Porsche 911 GT3-R)



For full results visit motorsportstats.com

inspired call by the Manthey squad to pit early bringing Preining, who was running fourth, into play. After getting the jump on Guven in the pits, the Austrian was also able to close the gap on van der Linde's BMW thanks to the undercut.

When van der Linde left some space on the inside of Turn 1, Preining needed no invitation, and sent his car up the inside to snatch second. It then took little time for Preining to close down race leader Rast, eroding what had seemed to be a comfortable buffer for the three-time champion. With about 20 minutes left, Preining barged his way past Rast at the same hairpin, the 24-year-old riding the inside kerb in order to complete the move.

There was some minor contact between the pair, with Rast even losing some bodywork in the process, but Preining was able to quickly pull out a two-second lead to take a comfortable win, and with it the lead of the championship. Van der Linde finished half a second behind Rast in third, bagging crucial points for his title battle with Preining, while SSR Performance Lamborghini racer Mirko Bortolotti finished fourth in a race that featured no safety cars or major incidents.

RACHIT THUKRAL

Stenshorne and Antonelli top Tuscan challenge

FORMULA REGIONAL EUROPEAN
MUGELLO (ITA)
8-9 JULY
ROUND 5/10

Martinius Stenshorne and Andrea Kimi Antonelli are almost neck and neck in the Formula Regional European Championship by Alpine standings after they took a win and a podium apiece in Tuscany.

Stenshorne denied R-race GP team-mate Tim Tramnitz at the last gasp for pole position on Saturday, and Prema driver Antonelli topped the other (slower) group to join the Norwegian on the front row. Stenshorne was little troubled in a processional race, building up a handy advantage over Mercedes F1 protege Antonelli during the first eight laps before a mid-race safety car meant he had to do it all over again. Similarly, Tramnitz kept Van Amersfoort Racing's Kas Haverkort at bay in the race for third.

Most of the interest lay behind the leading quartet. Rookie Maya Weug had qualified an excellent fifth, but lost positions to Josh Dufek (VAR) and Prema pair Lorenzo Fluxa and Rafael Camara. Brazilian Ferrari protege Camara lined up down in 11th, and even dropped to 12th on



lap one, but recovered to sixth behind Dufek when he passed Fluxa after the safety car. Weug lost another place to Maceo Capietto to finish the race in ninth.

Antonelli claimed pole on Sunday, with Camara alongside him, and the Prema pair maintained their 1-2 status in a race that never really got going properly due to a series of three safety car interruptions.

The last of them, caused by Fluxa running deep into the gravel at San Donato, left time for a single lap of green-flag racing. While the Prema pair ran in formation at the front, Stenshorne, who had run the entire race in third, came under attack from the Race Performance

Motorsport car of Santiago Ramos. The Mexican bravely tried to sweep around the outside of Bucine, the final turn, and they ran side by side to the finish line, where they ridiculously collided and smashed into the pitwall. Neither driver was found to be at blame and Stenshorne kept third place.

Ramos's RPM team-mate Capietto was embroiled in this group too, and had snatched fifth place away from Haverkort on the second restart, only for the Dutchman to grab it back at the final green flag. Tramnitz claimed seventh position.

A minute's silence was held before Saturday's race for Dilano van't Hoff, who lost his life at Spa just seven days earlier.

Byron from back to front after early spin

NASCAR CUP
ATLANTA (USA)
9 JULY
ROUND 19/36

William Byron did a lot of work in little time to rebound from an early spin and win last Sunday night's NASCAR Cup

race at Atlanta Motor Speedway.

Following contact with Corey LaJoie early in the second stage, Byron spun down the frontstretch, damaged his Hendrick Motorsports Chevrolet and fell a lap down. Thanks to some more cautions and quick repairs, Byron returned to the lead lap and stayed on the track when most cars pitted

between Stages 2 and 3, which allowed him to move to the front of the field. Two laps following the start of the final stage, Byron swept around AJ Allmendinger to take the lead and was still out front when heavy rain forced NASCAR to halt the race after 185 of the scheduled 260 laps.

"It was just all teamwork," said Byron, whose fourth win of the season returns him to the top of the points. "We went through so much during the night – spinning through the infield, destroyed the bottom of the car going around the apron trying to stay on the lead lap. Once we got towards the front, we were OK."

Byron also received a trophy plated in the precious metal rhodium to celebrate Goodyear's 2000th Cup win.

Daniel Suarez ended up credited with second in his Trackhouse Racing Chevy from the Kaulig Racing Chevy of Allmendinger. Michael McDowell was fourth ahead of Kyle Busch.

JIM UTTER



Rosberg duo Extremely good

EXTREME E
CAPO TEULADA (ITA)
8-9 JULY
ROUND 3/5

Swedish pair Johan Kristoffersson and Mikaela Ahlin-Kottulinsky became the first crew to claim an Extreme E weekend double when they hogged the top of the podium for Rosberg X Racing in the Island X-Prix in Sardinia. But it was hardly straightforward. Kristoffersson found himself forced into a bush at the start of Saturday's Grand Final, dropping to the tail of the five-machine field. He recovered one



place when Sebastien Loeb suffered a puncture, then got up to third when he passed Mattias Ekstrom entering the Switch Zone. With Ahlin-Kottulinsky now on board, the RXR car moved up to second when Catie Munnings, in the Andretti entry started by Timmy Hansen, ran wide and rolled. While Amanda Sorensen went on to finish first on the road, her Chip Ganassi Racing machine received a 15.7-second penalty for entering the Switch Zone bay too early, dropping her and RJ Anderson to third behind Acciona Sainz pairing Ekstrom and Laia Sanz. Kristoffersson exercised more caution at the start of the Grand Final on Sunday. While fellow Swede Hansen this time visited the first-turn bush, Kristoffersson hung back in fourth before bursting through to the front from Ekstrom. The positions at the front were maintained once the female drivers were on board, with Ahlin-Kottulinsky, the granddaughter of 1970s F2 Ralt privateer Freddy Kottulinsky, hanging on to win from Sanz. But there was action behind, with Munnings snatching third from Sorensen at the last corner.

WEEKEND WINNERS

FORMULA REGIONAL EUROPEAN
MUGELLO (ITA)

Race 1 Martinius Stenshorne
R-ace GP
Race 2 Andrea Kimi Antonelli
Prema Racing

NASCAR CUP
ATLANTA (USA)
William Byron
Hendrick Motorsports (Chevrolet Camaro)

EXTREME E
CAPO TEULADA (ITA)
Races 1 & 2 Johan Kristoffersson/
Mikaela Ahlin-Kottulinsky
Rosberg X Racing

AUSTRALIAN SUPERCARS
TOWNSVILLE (AUS)
Race 1 Will Brown
Erebus Motorsport (Chevrolet Camaro)
Race 2 Anton De Pasquale
Dick Johnson Racing (Ford Mustang)

24 HOUR SERIES
ESTORIL 12 HOURS (PRT)
Jochen Krumbach/Torsten Kratz/
Leonard Weiss/Georg Weiss
Rinaldi Racing (Ferrari 296 GT3)



For full results visit motorsportstats.com

Never a frown with golden Brown

AUSTRALIAN SUPERCARS
TOWNSVILLE (AUS)
8-9 JULY
ROUND 6/12

Will Brown leads the Supercars standings for the first time after a dramatic weekend on the streets of Townsville. The series returned to a street circuit and long-distance refuelling races for the first time since the dawn of the Gen3 era at the season opener in March. Adding to the intrigue was a new rear aero package for the Ford Mustang to address the ongoing discontent regarding parity. It didn't provide an immediate end to the Chevrolet Camaro winning streak, though, with Brown the class of the field on Saturday. The Erebus driver shone in the Top 10 Shootout to take pole, and kept it up in the first 250-kilometre race of the weekend. He was effectively never headed across the journey as he took victory ahead of Triple Eight's Broc Feeney and a three-stopping Chaz Mostert, who charged onto



the podium in his Walkinshaw Andretti United Ford after a late safety car. Even better for Brown was that teammate Brodie Kosteki had a tough day, including losing second gear during the race. He came home 19th, surrendering the series lead to Brown in the process. On Sunday, Ford's losing streak finally came to an end as Anton De Pasquale used a three-stopper to win for Dick Johnson Racing. His cause was helped somewhat by the tyres he had left over after an electrical problem on Saturday. Kosteki fought back with a stirring drive to second ahead of the Brad Jones Racing Chevy of Andre Heimgartner,

Brown finishing sixth as the gap between the pair closed to seven points. NASCAR sensation Shane van Gisbergen had a tough reintroduction to Supercars, the Kiwi only fast enough to finish fourth on Saturday. On Sunday he had a shocker in qualifying, an off on his critical final run leaving him dead last on the grid. He was then spun on the first lap of the race, but fought back valiantly to fifth, behind Feeney, in the last stint. He then passed his teammate, before engaging in a heated exchange over the radio about returning the position since Feeney didn't think they were racing. He ultimately did give the position back. **ANDREW VAN LEEUWEN**

PREVIEW

What to look out for at the 2023 Festival of Speed

MARCUS PYE AND KEVIN TURNER

PHOTOGRAPHY  motorsport
IMAGES

Double world
champion
Emerson Fittipaldi
will be back behind
the wheel of a
McLaren M23



Festival turns 30 as Porsche hits 75

From metaphorical acorns sown by the Earl of March (now the Duke of Richmond and Gordon) in the summer of 1993, the Festival of Speed has grown exponentially. From a genteel gathering of enthusiasts smaller than today's Goodwood Breakfast Clubs to a microcosm of the history of motoring and the sport it spawned, it's now so all-encompassing that even if you have four-day tickets you will probably miss something!

Thirty years on, FoS has evolved with the industry from a garden party for petrolheads to a veritable Mecca for everybody who gets their kicks from performance driving, however it is delivered. Did anybody in the event's infancy foresee hillclimb victors being powered by electricity, or Max Chilton blitzing Nick Heidfeld's 41.60s record, set in an F1 McLaren-Mercedes MP4/13 in 1999, with a staggering 39.08s charge in a road-legal McMurtry Speirling? The startling bonsai hypercar is back this year, incidentally, albeit being demoed.

This year's spectacle, which brings back some of the many old favourites from Festivals past (including three-time F1 world champion Jackie Stewart reunited with Tyrrell 006, 50 years after their 1973 success) celebrates a plethora of anniversaries in depth. The Le Mans centenary, 75 years of motorsport at Goodwood presaging September's 25th Revival Meeting (SpeedWeek replaced it in COVID-torn 2020), Porsche, Lotus and NASCAR, McLaren's 60th and the World Rally Championship's half-century ensure rich pickings.

For the fourth time in Festival history – following its initial 356 model's 50th birthday in 1998, 50 years of the 911 in 2013, and 70th anniversary as a manufacturer in 2018 – Porsche takes centre stage with another magnificent edifice anchored outside Goodwood House, towering above its Palladian frontage. Dozens of iconic Porsches will underline the marque's influence on track too, and on static display.



J BLOXHAM

McLaren commemorates diamond jubilee

Fresh from its best Formula 1 performance of 2023 so far, last weekend at Silverstone, McLaren will be celebrating its 60th birthday at Goodwood. And it has really pushed the boat out, selecting 12 representative cars from its impressive heritage collection.

They range from the Austin Seven Ulster in which founder Bruce McLaren started his career to recent GT machinery. In between will be many famous racers, including the mighty M8D sportscar that dominated the no-holds-barred Can-Am Challenge, Indianapolis 500-winning M16 with Johnny Rutherford up, and two Porsche-powered F1 MP4/2s.

McLaren world champions Emerson Fittipaldi (M23) and Mika Hakkinen (MP4-14) will be reunited with machines in which they scored some of their greatest successes. Current star Oscar Piastri, team boss Zak Brown, and former racers Gil de Ferran and

Martin Brundle will also be part of the fun.

The team completed its motorsport triple crown by winning the 1995 Le Mans 24 Hours and JJ Lehto, one of the victorious drivers in the F1 GTR, gets his hands on an MP4-23, the car that secured McLaren's most recent F1 title, Lewis Hamilton's 2008 drivers' crown.

McLarens from elsewhere add to the spectacle, most notably a 1993 MP4/8 owned and driven by Sebastian Vettel and the Audrain Museum's MP4/4 – Bruno Senna will climb aboard the car taken to 1988 F1 success by his uncle Ayrton.

Australian Kris Matich is up to drive the 1970 McLaren M10B in which his late father Frank – founder of the eponymous chassis marque – starred in period F5000 events. Owned by Graham Wadsworth, it has been beautifully prepared by Matich Sr's British crew chief Derek Kneller in the west of England.

Le Mans centenary celebrations continue

If you weren't able to catch the Le Mans 100 celebrations at the 24 Hours or subsequent Classic (or even if you did!), there's the chance to enjoy the birthday of the world's greatest race at the Festival of Speed.

Whatever your enduro era preference, you'll be well-catered for. Bentleys and a Lorraine-Dietrich represent the event's 1920s beginnings, with Alfa Romeo and Lagonda successes recalled before the very different Cadillac 'Le Monstre' and Jaguar D-type move things into the 1950s. Mercedes-Benz Classic is bringing its 1952-winning W194, as well as the C9 that topped the 1989 24 Hours.

Ferrari, Ford and Matra icons move the story through the 1960s and 1970s, and seven-time grand prix winner Rene Arnoux is slated to renew his acquaintance with an A442B representing the epic Alpine-Renault versus Porsche contest of 1978.

Many fans fondly remember the Group C era, and two special Jaguars with Le Mans-winning drivers will go up the hill. The V12 XJR-9LM ended Porsche's domination in 1988 and will be pedalled by 1990 victor Martin Brundle, while 2009 winner David Brabham drives a 3.5-litre XJR-14, arguably the finest sports-racer not to contest the 24 Hours.

The ever-popular Mazda 787B will be driven by 1991 winner Johnny Herbert, plus F1 pundit Karun Chandhok and current sportscar star Harry Tincknell. Three-time victor Rinaldo Capello gets back aboard the all-conquering Audi R8, and 'Mr Le Mans' Tom Kristensen (below) drives an R10 TDI.



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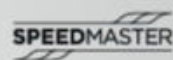
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JBLOXHAM

Rally stage charts high-flying heroes

The Forest Rally Stage, mapped out in the woods to the infield side of the hillclimb course by 1983 world champion Hannu Mikkola, showcases the fast and fearless genre, run as a manufacturers' contest from 1973. The Flying Finn's sons Juha and Vesa will appreciate their father's legacy in a 1980 Audi Quattro as a monster entry spans five sets: 50 years of WRC, the Birth of Stage Rallying, Legends of Group B, the Dawn of Modern Rallying, and Contemporary Rally Cars.

As a layman's guide, the competing machinery could not be more comprehensive, spanning Hemmo Vriend's 1963 Ford Falcon Sprint and

'Jumping Jeff' Williamson's 1966 Mini Cooper S to Jari-Matti Latvala's state-of-the-art Toyota GR Yaris Rally2, Thierry Neuville's Hyundai i20 Rally1 hybrid and Ott Tanak's Ford Puma WRC in which M-Sport founder Malcolm Wilson is due to take a turn.

Swedish veteran Stig Blomqvist will pilot Mikkola Sr's 1987 Safari-winning Audi 200 Quattro on a roster that includes British stars Elfyn Evans and Alister McRae. A host of MG Metro 6R4s take on Peugeot 205 T16s, a Lancia 037 and a Ford RS200 Evo. A spectacle not to be missed, so set aside a couple of hours and marvel at the top drivers' skills.

Grunty and great, 75 years of NASCAR

NASCAR has supported the Festival for many years now, indeed the eye-catching liveries and thunderous soundtracks of the muscular stock cars – tubeframe chassis carrying high-revving V8 engines, clad in sheet metal caricatures of current production models – and the approachability of their PR-savvy drivers instantly made this element of the event an indelible spectator favourite.

Fresh from his eye-opening run at Le Mans in an ultra-endurance-spec Chevrolet Camaro, 2009 F1 world champion Jenson Button shares one of

two Hendrick Motorsports ZL1s with Porsche legend (and LM co-driver) Mike Rockenfeller. Button is an FoS fixture: as a young rising star he donned period costume to drive veteran Renaults on several occasions and enjoyed it so much he has returned whenever possible, to the delight of his home fans.

The earliest leviathan in the pack is Will Spencer's 1969 Dodge Daytona, but fans can also feast their eyes on a 1976 Ford Torino, a 1987 Pontiac 2+2 from 200-time race winner 'King' Richard Petty's team in North Carolina, Chevrolet Impala SS, Lumina and a trio of Monte Carlos – Richard Childress's entry for NASCAR scion Jamie France – plus Buick Regal, Dodge Avenger and Ford Mustang RFK hardware. Pick up a pair of earplugs and enjoy!



JBLOXHAM

And not forgetting...

CLOCK FIGHTERS READY

Sunday's timed Shoot-Out features a cross-section of the entry, from William Medcalf's 1922 Bentley 3-litre via F1, Can-Am and British Touring Cars to the Ferrari Roma S-A Coupe of the Duke of Norfolk (former FF2000 and Chevron sportscar racer Eddie Arundel). Expect past master Justin Law (Jaguar XJR12-D), Michael Lyons (McLaren M26) and Hyundai rally ace Thierry Neuville to be at the sharp end.

BIKER GROVE BONANZA

Giacomo Agostini, Alex Criville, Mick Doohan, Pol Esparago, Wayne Gardner, Stuart Graham, Randy Mamola, John McGuinness, Kenny Roberts Jr, Kevin Schwantz and Freddie Spencer are among the motorcycle champions taking part in the hillclimb. Multiple World Sidecar champions and 14-time TT winners the Birchall brothers – Ben and Tom – will also be taking their LCR-Honda up.

LOTUS HERALDS GP WINNERS

A wonderful chronology of Lotus F1 cars begins with Stirling Moss's 1961 Monaco GP-winning Rob Walker Racing Type 18 to a JPS Type 79 raced to the 1978 world championship by Mario Andretti.

Coventry-Climax-powered are 21, 25 and 33 chassis, before the sequence enters Ford Cosworth DFV territory with innovative Types 49, 72 and 77. A Lotus-Honda 99T turbo car on static display completes the 75th birthday set.

SALA IN HISPANO SUIZA

Continuing the popular trend of reinventing long-dormant marques, one of Spain's grandest, Hispano Suiza, is represented in the Supercar runs by its electric Carman Boulogne offering. Luis Perez Sala, a Minardi F1 racer in 1988-89, will be at the wheel of the 180mph machine. More affordable will be MG's B-inspired Cyberster, which the Chinese manufacturer shows in the First Glance pageant.

THE DRIFTERS' GREATEST HITS

For those who love sideways motoring, New Zealander 'Mad Mike' Whiddett returns to the Festival of Speed to lead the Driftkhana set in his inimitable style abroad his sensational quad-rotor-engined Mazda FD RX7 'Madbul'. Trying to follow in the maestro's tyre tracks are drift regulars George Barclay (BMW WF22 Eurofighter), Steve Biagioni (Nissan GT-R), Axel Hildebrand (Chevrolet Corvette C6), Kevin Quinn (Nissan Silvia S15) and Piotr Wiecek (Toyota Supra).

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- In close cooperation with other groups in the Engineering Office, Aerodynamics, Vehicle Dynamics and Stress departments you will take part to the specification of each system before proceeding with the scheming and detail-design; culminating in full cradle-to-grave ownership for your area of the F1 car. The scope of the role also encompasses leading the design of tooling and liaising very closely with the Production and Quality Groups.

Mechanical Design Engineer – The Person

- The successful candidate will have a mechanical engineering degree (2:1 grade and up) and a strong understand of Engineering Fundamentals.
- Experience with CAD (such as Catia V5/3DX) is advantageous. They must be self-motivated, capable of working with minimal supervision to deliver performance solutions on time. We are looking for someone with 3-5 years post graduate experience which could be from F1, the supply chain or motorsport.
- The role requires a hands-on approach so practical skills will be useful. Great collaborative skills and attention to detail are essential. They will believe in the Alpine Values and model them across the team.

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PARTNERSHIPS MANAGER
Femme Speed

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Here at Femme Speed, the community is at the heart of what we do. Our mission is simple, it's to create a worldwide community of likeminded people who are wanting to enter and make a change to the motorsport industry. From marketing, to engineering, to fans. We want to make this a safe place for our community to enjoy, be inspired and find opportunities.

Responsibilities:

- Identify and execute partnerships for Femme Speed
- Create Partnership Proposals
- Strategic Development of Femme Speed to secure partnerships
- Provide reports on achievements and potential activities
- Produce Partnership Activation Plans

Your talent:

- Have or will be working towards a Bachelors degree in Marketing (or a related degree course)
- Ability to work independently
- Self Motivated
- You will have a passion for Femme Speed and it's growth
- Share Femme Speed's values and goals
- Experience in a partnership role is beneficial but not essential

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EVENT MANAGER - BRAND EXPERIENCES
McLaren Automotive

Principal Accountabilities

- Project Management of a wide range of allocated Brand Experience, and Brand Marketing Events from planning to on-location event operation and delivery
- Main point of contact with internal and external stakeholders and customers for allocated events both pre, during and post event
- Overall responsibility for pre and post event reconciliation on the allocated events including resource and suppliers, budgeting etc.
- Responsible for all on-event movements of all participants, staff and hosting executives, working closely with staff attending.
- Ensure that on event duties and McLaren standard are maintained at events including health and safety process by all parties including suppliers

Knowledge, Skills and Experience

- 8+ years in Event Management in a similar field
- University Degree qualification preferred
- Extensive experience in the luxury segment, preferably in the automotive or motorsport sector
- People and project management experience
- Budget management experience of £1M+ per event.
- Strong supplier management and relationship building skills and experience.
- Ability to manage multiple suppliers simultaneously
- Excellent and influential communicator with equivalent negotiation skills

Personal Attributes

- A winning mentality and drive to achieve outstanding results
- Resilient and adaptable. Able to maintain a consistently high level of work and professional output in times of pressure
- A proactive, energetic, and positive individual who thrives on personal accountability and making a difference

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RACE ENGINEER
McLaren Electric Racing

Purpose of the Role

- The main purpose of this role is to work collaboratively as part of the race engineering team which supports all race, test, and simulator activities.

Role Dimensions

- The role will work alongside other members of the Race Engineering group with a focus on managing the Race Support Room during race weekends and active involvement in pre-race preparation and post-race analysis. The role will also include leading simulator sessions and engineering the test car. Working closely with Race Engineering, Vehicle Dynamics and Track Operations groups.

Accountabilities and Responsibilities

- Managing the engineers in the Race Support Room to deliver required analysis & support.
- Lead simulator sessions for car development, race preparation and post-race correlation.
- Running a car in Test sessions to a pre-defined schedule, managing the driver, directing the mechanics and tyre technician.
- Developing a speciality area within the Race Engineers group.
- Preparing pre & post event documentation.
- Analysis of key performance metrics of car performance in Formula E race and test events.
- Working with the Race / Test driver to maximise their performance.
- Ensuring legality of the car to the established procedures.

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INDIRECT BUYER
Mercedes F1 Team

The role:

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Key Responsibilities:

- Participating in high value purchasing activities in line with company policy including:
- Provide guidance and assistance to stakeholders in all aspects of purchasing.
- Ensure that all purchasing is in compliance with the company's policies and procedures.
- Prepare commercial specifications for request for proposals, including (with support on Legal dept.) terms and conditions and evaluation criteria.
- Request competitive quotations and negotiate best value with Suppliers for indirect goods and services.
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COMPOSITE PRODUCTION ENGINEER
Red Bull Racing

Job Description

- You will be expected to create an achievable, efficient production process and provide front line technical support to the teams manufacturing our composite parts. In turn enabling them to deliver effectively the correct specification parts into stock RFT.
- Work to produce and develop composite assembly processes working alongside manufacturing team leaders and composite Technicians. This position provides the opportunity to work closely with the Design Office to provide them with valuable insights into how the design of components and jigs enable efficient manufacture. The person joining in this role will also work alongside our Quality Engineering and Quality Assurance Team to ensure the processes defined will produce the right quality parts, first time and every time.
- As with all our roles, we will be looking for a Composites Production Engineer candidate who has relevant experience in a similar role and is used to working in a fast-paced environment. Given the various departments this role interacts with, effective communication and the ability to build relationships is imperative. The drive to continuously improve engineering processes, tools and capabilities is also a key requirement in this role.

To be considered for this Production Engineer role, you must:

- Be able to demonstrate experience in a similar role within a disciplined engineering environment
- Have a thorough understanding and practical experience in composite assembly process
- Be experienced in robust jigging strategies for composite assemblies
- Have in-depth understanding of G,D&T and experience of applying it in composite assembly and jig design
- Have knowledge of Metrology and measurement systems
- Have previous experience using CAD

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COST ENGINEER
Williams Racing

As a Cost Engineer, you will:

- Review part drawings, manufacturing routings, tooling and processes to calculate the cost of parts and understand the total cost of manufacturing the car.
- Collaborate with the engineering and production teams completing financial analysis to develop, implement, and optimise manufacturing processes and procedures to reduce the cost of production.
- Through analysis of cost data, identify areas for process improvement and cost reduction, and provide financial insights that can be used to develop strategies to achieve these objectives.
- Conduct root cause analysis on cost variances and make recommendations for corrective actions.
- Monitor and analyse production financial data to identify trends, patterns, and opportunities for improvement in cost management.
- Collaborate with suppliers and vendors to understand and evaluate the financial impact of adopting new equipment, materials, and technologies.
- Participate in cross-functional teams as the finance subject matter expert to support new process validation and continuous improvement projects.

As a Cost Engineer, you'll:

- Be experienced working within a regulatory environment
- Have the ability to influence, collaborate and communicate with cross-functional teams and stakeholders at all levels in the organisation
- Have experience of in an engineering or manufacturing environment with a strong commercial background
- Have experience of analysing cost
- Have experience with project management and ability to manage multiple priorities

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GARY HAWKINS

Super Touring Power to return in 2024

SUPER TOURERS

A second Super Touring Power event will be held at Brands Hatch next year following the success of the inaugural edition earlier this month.

The celebration of the halcyon Super Touring period of tin-top racing proved popular with fans and also attracted a host of stars to the 2023 event, with Kiwi aces Paul Radisich, Greg Murphy and Steven Richards being tempted to Kent while current British Touring Car frontrunner Jake Hill won all four Super Tourers races in a Nissan Primera. Autosport also supported the event and hosted a stage

where tin-top greats were interviewed.

Off the back of the successful first running, a 2024 date has already been confirmed for the 29-30 June. Racing will again take place on both the Grand Prix and Indy layouts of the Brands circuit and, in addition to the Super Tourers, the full suite of Classic Touring Car Racing Club categories are also due to be in action. A new feature planned for next year is a Group A race open to the Ford Sierra Cosworth RS500s and BMW M3 E30s of the 1980s.

“The response from the CTCRC drivers has been phenomenal,” said CTCRC chairman Stuart Caie. “None of us could ever have expected how well the event

would be received by the fans. I am sure a lot of you have seen on social media people asking for it to happen again and of course once Autosport published the ‘Super idea too good not to be repeated’ article [6 July], how could we not?”

“In 2024 we will add a Group A race as we feel the crowd would like nothing more than to see the fire-breathing RS500s and BMWs fighting it out on the GP circuit.”

MSV group motorsport event manager David Willey added: “The positive reception we’ve had to this year’s event has been overwhelming and it’s very clear that there is a huge amount of appeal for this to continue as a retro touring car showcase.”

Thiim back to British GT with Beechdean Aston

BRITISH GT

Two-time World Endurance GT title winner and Le Mans 24 Hours class victor Nicki Thiim will return to British GT with Beechdean later this month.

The 34-year-old Dane, who claimed a GTE Am class victory at the 2014 Le Mans 24 Hours as well as the 2016 and 2019-20 WEC titles, will partner team owner Andrew

Howard for the next round of the British championship at Algarve, near Portimao.

Thiim replaces regular Pro driver Ross Gunn, due to the Briton’s commitments in the IMSA SportsCar Championship on the same weekend, and will return to British GT for the first time since 2019. Alongside Mark Farmer, he finished third overall in 2018 with TF Sport before falling to eighth in



JEP/MOTORSPORT IMAGES

the following year’s table.

Thiim said: “It’s been clear from the season so far that Andrew’s worked a lot on his performance and has been driving extremely quickly. This, combined with the fact

that the fast, fluid corners at Portimao should suit the Aston Martin, means I think we have a very good chance of scoring a strong result and maybe standing on the top step of the podium.”

Subsidised finale entry for F3 ‘screamers’

HISTORICS

A comprehensive support package targeting a 30-car entry for the 1000cc Historic Formula 3 championship’s double-header finale at Silverstone on 14-15 October is the first foundation stone laid for the category’s landmark 60th anniversary season in 2024.

Masterminded by passionate HF3 team owner Mike O’Brien, in association with title sponsor Milton Keynes-headquartered MKM Building Supplies, the deal offers a £225 entry subsidy per car, reducing the cost to just £330 for qualifying and two races.

Each entrant and one guest will also receive complimentary tickets to a reception in the BRDC Clubhouse on the Saturday evening, at which invitees will be able to reflect on the F3 ‘screamer’ era of 1964-70 and hear plans for next season.

Saturday’s first race being scheduled for early afternoon, a late morning slot for Sunday’s and an exclusive pit garage allocation all could help attract competitors planning to travel from continental Europe or further afield.



Samuel Harrison has starred in Historic F3 with Speedsport

MICK WALKER

A bespoke engraved dash plaque will also be presented to each entrant.

“HF3 has the potential to become the premier category of historic single-seater racing,” said O’Brien. “Finishing this season on a very positive note should enable the association to carry momentum through to the big anniversary year, in which full grids will hopefully become the norm.”

O’Brien’s wife Julia died in May last year after a long struggle with cancer. Julia was deeply involved in Mike’s multi-faceted

Silverstone-based Speedsport business and encouraged their son Michael in his blossoming racing career.

To honour her memory, Mike and Michael are putting up an antique solid silver Julia O’Brien Trophy, to be presented to the victor on combined times of the Silverstone races. This trophy is to be kept by the winner for 12 months, and will then be awarded each subsequent season in HF3.

MARCUS PYE

Peter Morgan 1954-2023

OBITUARY

Peter Morgan, who died last Friday from cancer, was a champion driver whose engineering contribution to the sport – from Mallock to Reynard – succeeds him.

Fastidious preparation underpinned his career. From karting, Morgan switched to Formula Ford. Four successive wins in a Lola T540 beat Jim Walsh, Bernard Devaney and John Village to the 1978 BRDC title. Fourth in the RAC series, fifth in the Festival, he then defeated Ian Taylor and James Weaver in the British Automobile Racing Club’s Thruxton finale.

Graduation to FF2000 in 1979 with a Lola T580

brought victories at Brands Hatch, Mallory Park and Oulton Park, and second behind David Leslie (works Reynard) in the BARC series, with most poles.

Lack of funds precluded F3 for 1980, thus Morgan spent a month preparing Ian Flux’s Ehrlich for Monaco, cementing an enduring best friendship. Peter blew his savings on the British Grand Prix support race in Eddie Jordan’s discarded March 803 at Brands. “After 30 minutes’ testing, he finished 10th, just ahead of me, in his last race – that’s special,” said Fluxie.

Morgan prepared Sean Walker’s FF2000 Pilbeam and Flux’s FAtlantic Ralt RT4 before joining Robert Synge’s Madgwick Motorsport team



Morgan (r) was a key figure at Reynard factory

BEARNE/MOTORSPORT IMAGES

to run John Pratt and Mark Newby in FF1600. “Peter didn’t want to do it initially, but stayed 10 years, through F3 to F3000,” said Synge. “Whatever he did he was fully focused. A fantastic team player.” Morgan then joined Adrian Reynard’s business, putting factory processes in place that revolutionised production,

increasing profitability in its Indycar era.

Peter, who met his devoted wife Sally at Madgwick in 1984, adored adventure, cycling to France, skiing, mountain climbing and flying to Tangier by helicopter (with Reynard designer Malcolm Oastler) then motorcycling home!

MARCUS PYE



GARY HAWKINS

Sustainable fuel to be used in Fastest Mini in the World race

MINI FESTIVAL

The collection of special Minis competing in this year's Fastest Mini in the World race at the Brands Hatch Mini Festival next month will use a sustainable fuel to help reduce emissions.

Race organisers have struck an agreement with Coryton to supply its SUSTAIN Classic Racing 50 fuel for the race – a fuel that produces around 50% less carbon than conventional fossil fuels. The product has been extensively tested and race coordinator Nigel Death believes it is important motorsport considers its environmental impact.

“We as a race like to innovate and make sure it's moving in the right direction and keeping up with technology,” he said. “They're lovely old cars but, if you think

hard enough, you can make them that little bit more friendly to the environment. It's the right thing to do – it gives longevity to racing and sends out a good message.”

Coryton's business development director David Richardson added: “It's great to be working with such a popular and exciting race. Our innovative fuel offers exceptional environmental benefits without compromising on power and hopefully it demonstrates that any classic racing car can effortlessly switch to a version of the SUSTAIN Classic car fuel with no modifications required.”

Death says interest is growing in the 6 August contest, which last year was won by Harvey Death's Rollcentre-built Cooper S V8 (leading above).

STEPHEN LICKORISH

Pick up to the top British Hillclimb class

HILLCLIMB

Harry Pick is making the step up to the big league of the British Hillclimb Championship with a Cosworth XD-engined OMS 28.

Pick gave the car a debut run at Harewood recently and plans to spend the rest of the year developing it with support from Steve Owen at OMS.

Pick, 27, started karting at the age of eight and has

spent many years competing in smaller-engined cars. The aim is to get the car into BHC run-offs next year.

“This is a joint venture with OMS and it's a two-year project,” said Pick. “You can consider it a works car I guess. It's a brand-new carbon fibre tub and Steve has done a great job on it. The back of the tub is bespoke for this engine. We just need some time to get it sorted and we'll do the rest of

the season. It's a big step up.”

Meanwhile, established frontrunner Dave Uren hopes to have his Gould GR55B back in action in time for Shelsley Walsh in August after a catastrophic gearbox failure at the same venue in early June. “The gearbox had done 18 years of hard work and we've got a plan to get it sorted out – Sean Gould and Tom New are working on it,” said Uren.

PAUL LAWRENCE

BORTHWICK MISSES OUT

Jock Borthwick will likely miss the remainder of the British Truck Racing season after the Scot and his wife were involved in a motorcycle accident on the Isle of Man. The couple had been visiting the island for the TT when the incident occurred, which left Borthwick – who normally drives a MAN truck – with a leg injury.

MCGLOIN CLOSER TO RETURN

Nathalie McGloin, the world's only female tetraplegic racing driver, returned to action at Brands Hatch last weekend, following an injury at Snetterton several months earlier. McGloin joined her husband Andrew Bayliss behind the wheel of their hand-controlled Porsche Cayman S for qualifying in the Roadsports series, but opted not to race as she didn't feel quite ready for the demands of the Grand Prix circuit. She expects to make a full return to competition next month.

HOEY ON THE MINI MONEY

Logan Hoey joined the Junior Mini Challenge at Mondello Park last weekend and surprised everyone with his immediate pace. Despite the fact that the car was still being finished when it arrived at the circuit, the Dundalk teenager was second in free practice and was runner-up in both races, having led race two early on.

SILVESTER'S QUICK REPAIR

Daniel Silvester completed an engine change, including a four-hour round trip to fetch the replacement, in an afternoon, before finishing runner-up in the second 750 Motor Club Hot Hatch race at Cadwell Park last weekend. YouTuber Silvester had qualified on pole but was unable to start race one as serious problems had developed with his Honda Civic (below). A second engine was retrieved from another car at his home in Yorkshire and fitted just in time for race two, scheduled for 1725, in which he impressively rose through the field from the back.



STEVE JONES

Pickups looks to reschedule after Thruxton Truck smash



PICKUP TRUCKS

The Pickup Truck Racing Championship is looking into options to run its cancelled Thruxton race, while event organisers have explained the decision to allow other series to race following a serious barrier-destroying accident.

Neil Yates was making his debut in the British Truck Racing Championship when the throttle on his DAF CF85 jammed through Allard during the second race on Sunday. Contact with the barriers sent Yates' truck into a roll that destroyed catch fencing and a marshals' post. While Yates was uninjured and no spectators were harmed in the accident, extensive barrier damage meant a delay of more than an hour and a half.

With not enough time to repair all of the damaged fencing before the end of the day, the decision was taken to allow only the Hyundai Coupe Cup, Caterham

Graduates and MG Owners' Club Championship to hold their final races. It meant the final Truck and Pickup races were both cancelled after they were judged to be too heavy and fast through that section of track.

"They took the sector times from the start/finish line to somewhere around the circuit [in the first sector] and, because we're on slicks, that sector time was so fast," said Pickup organiser Sonny Howard. "I was asked if I could guarantee that they would go through there single file and not touch each other, which I couldn't. We were deemed to be unsafe because they were on slicks and how fast they go through there – the safety barriers weren't up to a suitable standard for a Pickup truck."

Howard added that, although the championship would look to run the cancelled race, he admitted "I don't know where we're going to do it".

Blocks of concrete were placed behind the damaged barriers and a row of tyres put in front, while a permanent yellow flag was displayed at Allard for the three races that took place after the accident, all of which began with a single-file rolling start. Ben Taylor, group chief executive of the British Automobile Racing Club that ran the meeting, said that racing only resumed after careful consideration by officials at the venue.

"We looked at what was on the bill and the consideration was how robust can that Armco be made to be," he said. "You can remove the spectators from that area, which obviously happened, but it was making sure the stewards, the circuit staff and the clerks were all comfortable with what was going to be racing on that venue. It was just considered that it was better not to run those [Pickups] and to run the smaller, lighter vehicles."

STEFAN MACKLEY

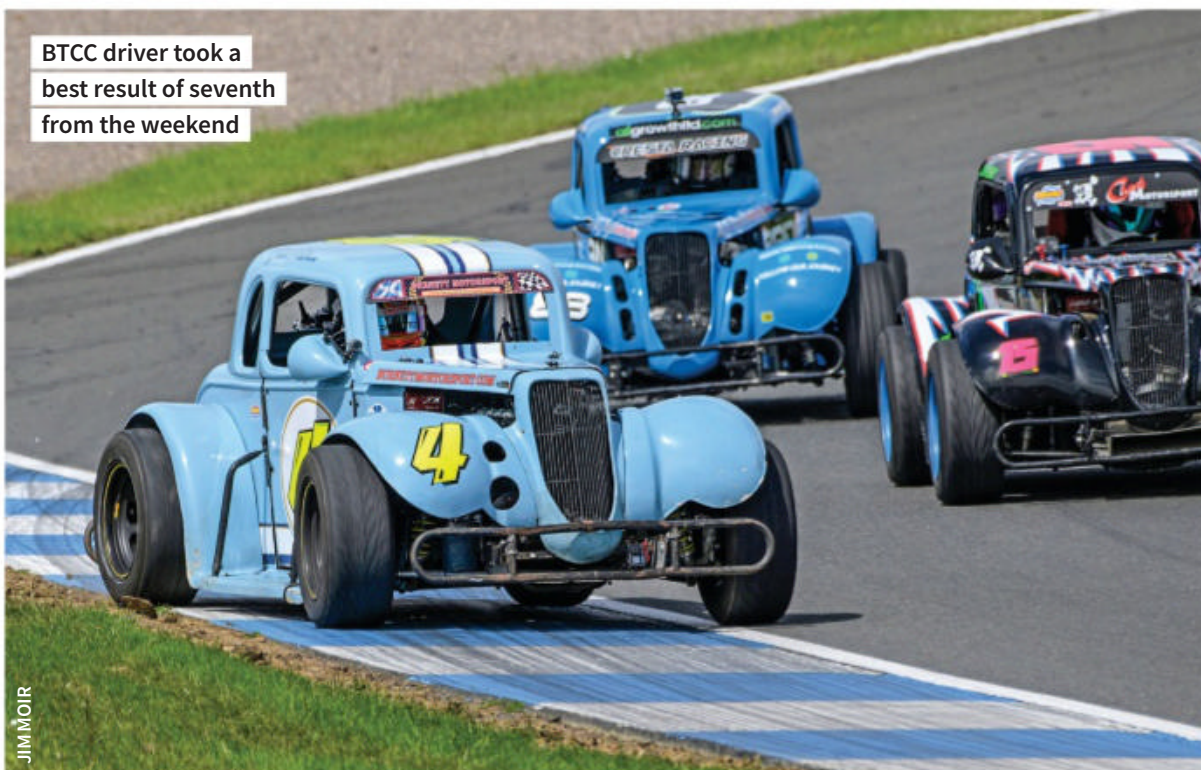
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Patterson tackles Knockhill in Legends ahead of BTCC outing

LEGENDS

Team Hard British Touring Car driver Dexter Patterson got his first taste of Legends racing last weekend, appearing as a guest in the Scottish championship at Knockhill.

Patterson, who currently leads the Jack Sears Trophy after five rounds, used the weekend to gain additional track time ahead of the BTCC's visit to the Scottish circuit next month.

"It's only my second race weekend at Knockhill as I did a lot of my karting down south and in Europe," Patterson, 19, told Autosport. "I had a couple of test sessions [on Friday] and the cars are so different to what I am used to in the BTCC, but it's all

a bit of fun and some extra track time before we go there in August.

"You can't be too aggressive over the kerbs because the back-end just wants to snap away and, under braking, you need to be a lot more careful than the touring car. They're tricky wee things, you need to be really smooth, but it's all about adapting quickly and trying to learn from the guys in front."

As a rookie to the championship with less than six race starts, Patterson started from the rear of the field in each of the six races – run on both the clockwise and anti-clockwise configurations of the Fife track – achieving a best finish of seventh place in Saturday's final.

STEPHEN BRUNSDON

TONKS TO RACE WITH EXCELR8 IN MINI CHALLENGE

MINI CHALLENGE

TCR UK race winner Jamie Tonks will compete in the Mini Challenge at two meetings this season, driving for multiple champion Excelr8.

Tonks, who took a win at Oulton Park in TCR UK last season having raced in the Civic Cup previously, will make his Mini Challenge debut at the Silverstone round in September and will also contest the season finale at Brands Hatch.

He will miss the next round at Knockhill, having never raced at the circuit before, and will instead test the car.

"I'm really excited about the prospect of joining the Mini Challenge grid from Silverstone, and the chance to compete in front of the huge British Touring Car Championship crowds is something I'm really looking forward to," said Tonks, who is targeting a 2024 BTCC campaign.

"The JCW series is a cost-effective option that has a fantastic profile for commercial partners, and is known for providing great racing. With some really good drivers on the grid, it will be interesting to see how I measure up.

"These two events are all about track time with an eye on 2024 but, having shown I can win in TCR, I'd be lying if I said I wasn't hoping to fight towards the sharp end of the grid."

Heavy rain cuts short Oulton races as Flock wins again

BARC

Junior Saloon Car points leader Daire Flock lost his seventh win of the season at Oulton Park last weekend due to a "technical non-compliance" with his car, with runner-up Harry Smith also suffering the same fate.

Cameron Pratt-Thompson was therefore declared the winner from third place, after all three had run nose-to-tail throughout. Flock kept his win in race two from Smith and Jonathan Moore, as the result was declared after

just one lap due to incidents.

Kris Tovey was another championship leader to add to his victory tally, after he led the 2CVs from Island Bend on lap one as Andrew Bull got sideways. Nick Roads was second until running wide exiting Cascades on lap three of seven, which left Nick Crispin fending off David O'Keeffe.

Tovey had to settle for second in race two, but shadowed Pete Sparrow all the way to the finish.

It was a lights-to-flag victory for Paul Rose's Saker in the CNC



Heads Sports/Saloons. Roddie Paterson's Caterham retained second but had a touch with Steve Harris' Saker at Lodge. Harris spun and stalled, which

handed third back to Arron Armiger's Vauxhall Tigra. Torrential rain then brought an end to race two on the first lap.

PETER SCHERER

Changeable weather and variety of winners headline Cadwell meeting

CADWELL PARK
750MC
8-9 JULY

The weather at Cadwell Park last weekend was unpredictable and the Type R Trophy opener was similarly difficult to call, with Matt Wilkins eventually allowed to keep his win after contact with Miles Nathaniel-James at The Mountain.

Jeff Humphries and Joe Jessup were second and third having duelled for the lead before losing places on a chaotic final tour, as the race was red-flagged with a few minutes to go.

Joseph Dalgarno nipped past polesitter Joseph McMullan at the start of race two and maintained a strong lead, while Daniel Chapman was quick to usurp McMullan, followed a couple of laps later by Jessup. Chapman was catching Dalgarno in the final laps but had to settle for second ahead of Jessup, as Wilkins climbed to fifth having being demoted five places on the grid for his race-one collision.

Chapman continued his attack on Dalgarno at the start of race three and prevailed this time, although an excursion let eventual winner Jessup and Wilkins past him. Jessup overtook Wilkins on track for the lead, but needn't have bothered, as Wilkins was penalised for track-limits abuses and dropped to sixth.

The first Ma7da race ended with a win for Martin West after a late attack on Ben Powney. The leading pair had pulled away when the original frontrunners, Jonathan Lisseter and Danny Andrew, collided spectacularly at the bottom of The Mountain. Lisseter recovered to finish third, but Andrew's car had broken suspension and retired.

Powney scored his first win of the season in race two, keeping his place at the head of the leading group and benefiting from the retirement of West. Behind, Andrew dived ahead of Lisseter on the penultimate lap for second. This was a small consolation for his opening

race problems, but greater redemption came in race three with victory.

He hit the front early on and weathered challenges from Powney, Lisseter and Anthony Ridd via some slippery moments on the grass. Lisseter was second and Powney found himself "mugged" on the line, coming home sixth as Ridd took third.

Dan Brown managed to dominate both Hot Hatch races in his Honda Civic Type R. Handed pole position by the absence of Daniel Silvester's Civic, he left behind Ben Morton's Honda Integra after a couple of laps of the first race. Morton himself had leapfrogged Will Self's Peugeot 205 off the line, but the pressure was off when Self suffered a broken driveshaft and retired.

Brown repeated his performance in race two, as Morton and Joel Arguelles formed a three-car lead group before Arguelles spun and dropped back. Morton had to contend with a returning Silvester, who sliced through the field from the back of the grid, passing 10 cars on the first lap alone, and a late mistake by Morton let him through to second. Arguelles retired with broken bodywork while Mathew Mandipira, who had been running well despite a disintegrating front splitter, was black-flagged for the same reason.

Sports 1000 was a three-way tussle at the front both times. Ryan Yarrow's Spire GT-3 wasn't the quickest on the clock, but a lightning start from fourth pushed him ahead of Scott Mittell's Mittell MC-53 and John Cutmore in a GT-3S. Race one looked to be a straight fight between Yarrow and Cutmore, but Mittell began attacking strongly in the closing laps, taking second and looking to pass Yarrow before the flag.

Cutmore won race two, which was decided by an eight-minute sprint after a series of cars off-track, including Mittell's team-mate Dan Clowes, necessitated a red flag. Yarrow's car had expired early on, followed by the MK Cup 200 of Richard Webb, which had started third, clearing the way for a showdown between Cutmore and Mittell. Again, Mittell attacked late on but,



once more, had to settle for second.

Sport Specials was an Eclipse clean sheet, with Paul Collingwood and Paul Boyd locking out the top two spots in their SM1s across all three races. Collingwood took race one, with Boyd holding off regular winner Andy Hiley, whose Chronos had problems in qualifying.

The Eclipse duo did briefly exchange the lead in race two, having dealt with the threat of Westfield driver Lewis Ward, who kept Hiley at bay, as Boyd won this time. Collingwood had a pretty secure first place in race three, especially after a chasing Hiley lost a wheel and had to retire. Boyd took the harder way to second after he spun off at the Hairpin and dropped to 10th. Gradually, he climbed the order to



Brown was flying high
in Hot Hatch races



Sport Specials winners:
Collingwood and Boyd

Jessup (l)
passes Wilkins for
the lead in the
Type R Trophy



retake his runner-up spot, although was some six seconds behind Collingwood.

Winning from the back was the name of the game in both Alfa Romeo contests. Thomas Hill made the most of a wet track to triumph from the rear in race one having had a qualifying off in his GT. Ian Stapleton's Modified GTV6 dropped out of the opener, spinning on the green-flag lap and generally lacking any grip. On a dry track for race two, however, it was unstoppable. Once Stapleton was past Hill and Mike Hilton, it was game over.

The final 750 Formula race on Sunday provided plenty of drama. Bill Cowley had won the first bout in his Cowley MkIV, which was reduced to a one-lap sprint due to a safety car period.

Race two was then red-flagged after a messy crash. The winner was eventually declared as David Bartholomew, whose PRS was limping home with brake problems when the chequered flag came out. Racekits drivers Mark Glover and Andrew Kemp had taken turns to lead and Kemp was initially given the win, but the flag was judged to have been shown too late and Bartholomew declared the winner on countback. Cowley had already retired with gearbox trouble.

Tim Sage won the first Historic 750 Formula race in his Mallock, overcoming a grid penalty after qualifying fastest. The second race, run as a handicap, went to Simon Gallon's Austin Pigsty.

RACHEL HARRIS-GARDINER



Powney took his first
Ma7da win of the year

WEEKEND WINNERS

TYPE R TROPHY

Race 1 Matt Wilkins
Race 2 Joseph Dalgarno
Race 3 Joe Jessup

MA7DA

Race 1 Martin West
Race 2 Ben Powney
Race 3 Danny Andrew

HOT HATCH

Races 1 & 2 Dan Brown (Honda Civic Type R)

SPORTS 1000

Race 1 Ryan Yarrow (Spire GT-3)
Race 2 John Cutmore (Spire GT-3S)

SPORT SPECIALS

Races 1 & 3 Paul Collingwood (Eclipse SM1)
Race 2 Paul Boyd (Eclipse SM1)

ALFA ROMEOS

Race 1 Thomas Hill (GT)
Race 2 Ian Stapleton (Alfetta GTV6)

750 FORMULA

Race 1 Bill Cowley (Cowley MkIV)
Race 2 David Bartholomew (PRS 1b)

HISTORIC 750 FORMULA

Race 1 Tim Sage (Mallock U2 Mk4)
Race 2 Simon Gallon (Austin Pigsty Special)

CLASSIC STOCK HATCH

Races 1 & 2 Pip Hammond
(Vauxhall Nova GTE)
Race 3 Stewart Place (Peugeot 205 GTI)

CCRC MIGHTY MINIS

Race 1 Neven Kirkpatrick (Super)
Race 2 David Kirkpatrick (Super)

For full results visit: 750mc.co.uk

Reigning champion Smith (leading) was unstoppable on Saturday and took both British Truck wins



Smith seals a double as crash limits Truck running

**THRUXTON
BARC
8-9 JULY**

Reigning champion Ryan Smith extended his British Truck Racing points lead as a frightening accident for newcomer Neil Yates caused the cancellation of two races at Thruxton last weekend.

Poleman Smith took lights-to-flag victories in both of Saturday's races, despite arriving to the Hampshire circuit at 0430 that morning after "we uncovered a whole different level of problems" with his Daimler Freightliner machine. His namesake Bradley Smith finished second in a damp but drying opener after withstanding late pressure from the similar MAN TGX truck of David Jenkins, the top three order from

qualifying remaining unchanged.

Jenkins had to settle for third again in the sequel, this time behind 10-time champion Stuart Oliver, who moved ahead into Allard at the start from the second row. He was never able to break clear of Jenkins, though, the pair separated by less than half a second at the flag.

Oliver went one better in the first race on Sunday, overtaking polesitter Steven Powell's MAN machine into the Club chicane on lap five of 10. Powell just held onto second from the fast-charging Ryan Smith, who had a damaged front bumper.

A huge accident for Yates, who was making his British Trucks debut, brought out the red flag after only five laps in race four, the win going to John Bowler. A jammed throttle on his DAF sent Yates rolling over the barrier on the exit of Allard

at high speed, damaging the Armco and flattening a marshals' post in the process. Yates was able to walk away from the accident uninjured, and no spectators were hurt, but the barrier damage meant a delay of more than an hour and a half, and the decision to cancel the final scheduled Truck and Pickup races (see News).

The second Pickup race earlier in the day had already been red-flagged after Daniel Fisher's engine seized along the start/finish straight at the start of lap six and he was collected by Jeff Simpson. Reigning champion Reece Jones took the win on countback after taking the lead from Aaron Thompson on lap two through Village, while Thompson just held off Eric Boulton for second prior to the stoppage. Dale Gent, championship leader coming into the weekend, could salvage only 10th after an opening-lap excursion.

Gent's points lead had already been reduced in the weekend's opening Pickup race, when Jones overtook him for the win into the Club chicane at the halfway point. Thompson completed the podium but was some distance behind the leading pair.

Scott Bugner held championship rival Steve McDermid at bay in the opening MG Owners' Club contest, after McDermid came to blows with Jonathan Candler numerous times before the invitational entrant was eliminated at Cobb.

Candler took himself out of contention at the Club chicane in the sequel when challenging Bugner for the lead, before the race-one winner slipped down the order with a mechanical gremlin. It left McDermid to just head home Maninder Golhar, while Bugner finished 14th.

Jones and Gent went up against each other in first Pickup race



ALL PHOTOGRAPHY: OLLIE READ

WEEKEND WINNERS

BRITISH TRUCK RACING

Races 1 & 2 Ryan Smith (Daimler Freightliner)

Race 3 Stuart Oliver (Volvo VNL)

Race 4 John Bowler (MAN TGX)

PICKUP TRUCKS

Races 1 & 2 Reece Jones

MG OWNERS' CLUB

Race 1 Scott Bugner (ZR 160)

Race 2 Steve McDermid (ZR 170, below)

KUMHO BMWs

Race 1 Jason West (E46 M3)

Race 2 Michael Vitulli (E46 M3)

MINI CHALLENGE CLUBSPORT

Race 1 Ross Alexander (Cooper S)

Race 2 Freddy Hewitt (Cooper S)

HYUNDAI COUPE CUP

Races 1 & 2 Wayne Rockett

CATERHAM GRADUATES – SIGMA 135

Race 1 Richard Groom

Race 2 Ben Wheatley

CATERHAM GRADUATES – SIGMA 150/SIGMAX

Race 1 Amanda Anderson (150)

Race 2 Harry Senior (150)



For full results visit: tsl-timing.com

Despite a small grid, Michael Vitulli and Jason West thrilled in the Kumho BMW bouts aboard their E46 M3s. Poleman Vitulli retook the lead into Allard in race one, having briefly fallen behind West as rain intensified midway through, but a fuel surge issue on the climb to the Club chicane for the final time let West through for the win. Vitulli got his win in the sequel. West took the lead before he dropped to third after running wide at Campbell on the opening lap and, once back into second, was unable to pass Vitulli.

Ross Alexander took the opening Mini Challenge Clubsport spoils – the race ended with a red flag after a crash for Charles Heatley at Noble – after capturing the lead from the second row at the start. Zac Blackwell, who had finished runner-up in the opener, took victory on the road in race two but was demoted to third having ‘overlapped before the control line on a safety car restart’, which handed the win to Freddy Hewitt.

STEFAN MACKLEY

ROCKETT POWER FOR FATHER AND SON



Missed gear nearly cost
Rockett Sr a second win

Wayne Rockett is no stranger to success in the Hyundai Coupe Cup and last weekend he added another two wins to his tally as son, Jonny, showed that speed runs in the family with a double podium.

Not only that, but the father-and-son pairing secured their first-ever front-row lockout for the opening race, before bagging a maiden family 1-2 in the second contest. The feat was even more impressive because Rockett Jr was returning to racing after being away from the track for six months, in a car he acquired only the weekend before.

“We sold his [original] car but then Darren Banks had this old Gen2 car and said do you want to have it for the weekend for nothing,” said Rockett Sr. “He’d never raced it before and stuck it on the front row. To have him on the front row with me was pretty special.”

With dry settings applied for a quickly drying track, Rockett Sr pulled clear from the chasing pack in the opener while his son defended, his new car fitted with a set-up leaning more towards wet conditions. It soon showed – Jon Winter moved into second through Church on lap three and quickly set about closing down Rockett Sr, who held a lead of more than two seconds at this stage. “First half of the

race I was just cruising around, got a nice gap and all of a sudden Jon was catching me,” said Rockett Sr.

Winter, who was trialling experimental dampers on his Hyundai, tried the outside line into the Club chicane over the remaining four laps with no success before it all went wrong on the final tour and he spun. “I made a bit of a pig’s ear at the last chicane, but you’ve got to have a go,” said Winter, who was classified fourth.

It allowed Rockett Sr a clear run to the line while Luca Staccini Anzanello took second on the road, but he was demoted to fifth when he was handed a 10s penalty for an out-of-position start. That meant that Mark Ridout was promoted to second and Rockett Jr took the final step of the podium.

Rockett Sr once again pulled clear of the chasing pack in Sunday’s sequel from pole, while son Jonny, Winter, Ridout and Staccini Anzanello engaged in a thrilling scrap, with the pivotal moment arriving on the penultimate lap.

Staccini Anzanello tagged the right rear of Ridout’s car into the first part of the Club chicane, sending the former into the run-off, while the loss of momentum for Ridout allowed Rockett Jr to move ahead on the exit of the corner.

A yellow flag at the same spot on the last lap due to the stranded car of Dan Fletcher meant Rockett Jr held the position through the final turns, and almost pipped his dad to the win on the line, with the top five covered by 1.5s.

“I just wanted to savour the moment, but I hadn’t got it into fourth gear,” said Rockett Sr, who now plans to sell his race-winning machine. “I was just rolling and when I saw Jonny behind, I thought I would slow down a little bit more and then realised what I’d done.”

STEFAN MACKLEY



Wayne and son
Jonny took a 1-2

Caudwell tames Cobra for Equipe debut victory

**DONINGTON PARK
EQUIPE
8 JULY**

Sometime Radical racer Brian Caudwell transitioned to an AC Cobra superbly on Saturday, mastering difficult conditions at Donington Park to win the Equipe Libre race from fellow rookie snake charmer Rick Wilmott. That Caudwell's car was built by Classic Racing Cars' Gary Spencer – an apprentice engineer working under him at Pirelli 40 years ago – made the performance special on a day of safety car interludes and fine marshalling.

In a Ford V8-powered thunderfest, Caudwell led by six seconds from Matt Moore (Cobra) and Jamie Boot (TVR Griffith) after a lap. Having been among those to pit under the first of two cautions in the 40-minute race, Caudwell growled back past early stopper Boot and aced Wilmott and Moore/Mark Daniell in a Cobra 1-2-3. Bruce White, who spun his Lotus Elan amid the first-corner stampede, recovered to fourth. Boot fell to fifth, with the BMC-powered Grantura stablemates of Robi Bernberg and Rob Cull on his tail.

Caudwell came close to a second victory in Equipe Pre-'63/'50s, having relayed Jeremy Welch into his recently acquired Austin-Healey 3000. Welch hounded down leader Mark Holme in another yellow-affected race, but Holme – mastering the famous ex-works/John Gott SMO 746 – staved off his old car brilliantly. When the chequer was flown early, Joe Willmott and Bill Rawles completed an all-Healey podium, clear of Martin and Ollie Pratt's Morgan +4 and Nigel Winchester's slowing Shelby Cobra 260. A draconian three-lap penalty for a short (by 1.2s) pitstop meant Caudwell/Welch were reclassified 16th.

The GT & Sports Car Cup contest,



featuring 12 family teams, was bisected by a long full-course caution after David Smithies' Shelby Daytona Cobra coupe, lying sixth, exited stage left in the Craner Curves, clonked the tyre wall and rolled. Smithies alighted unhurt, but the incident altered the 75-minute enduro's complexion.

Series debutant Jonathan Mitchell led from pole in his Valley Motorsport Jaguar E-type roadster, chased by Chris Chiles Jr (Cobra) and John Pearson (E-type). Chiles pounced into Redgate after a short caution for the retrieval of Alice Locke's splendid Broadspeed GTS, backwards in the chicane gravel trap. When Smithies crashed, Gary Spencer called Chiles in, only to find father Chris Sr not ready. The quick decision to leave Jr in and take the soloists' extra 45s stationary made for extra pathos, since Gary Pearson had taken over from John in customary rapid fashion. Gary duly led Chiles and Mitchell, but Jr eroded a 6.7s deficit in six laps, and outbraked the Jag into Redgate for a narrow victory.

Robin Ellis/Andy Wolfe (Lotus Elan Shapecraft coupe) were fourth, on the lead lap. Matt Walton/Nigel Greensall (E-type FHC) claimed fifth and GT3 honours, clear of a ballsy Healey duel in which James Wilmoth, finishing for Crispin Harris, overcame Harvey Woods in Mark Pangborn's car. Mark Colman initially led Oliver Marcais and Brian Lambert in GT2's MGB battle, but Colman's car was hit by Guy Grant's overshooting Jaguar at the chicane, Marcais's transmission failed, and veteran Lambert was overtaken by Jason Minshaw, who had leapt from Martin Melling's E-type into Mark Hope's B.

The most unlikely Equipe '70s tussle featured Henry Rice's VW Golf GTI, pulled from a barn after years in hibernation, taunting Mark Lucock's quick Ford Escort and Robin Ellis's Porsche RSR while Andrew Wenman (Morgan +8) recovered from two excursions. Rice hit the front before having to refuel the Golf's 12-litre sprint tank in the paddock. Ellis, on his first wet outing in the Porsche, won from Wenman, Lucock and the gallant Rice.

Sam Kirkpatrick stemmed pressure from the Pratts' Morgan before heading an MGB clean sweep in Equipe GTS. Jonathan Hughes and Ali Topley led the chase.

Poleman Neil Fowler outran Oliver Wardle and fast-starting Andy Young in the wet BCV8 opener. James Wheeler, sharing a car with dad Jonnie, chased down Fowler in the sequel and squeezed ahead, only for the pair to arrive at the chicane "with boxes full of neutrals". Wheeler, minus his gearknob, found a cog first, but both struggled home in top, Young splitting them in his well-driven MGC.

MARCUS PYE





EQUIPE'S ITALIAN JOB For many club competitors, racing is not about winning, but having fun on track with like-minded enthusiasts. That certainly was true of the duel between Marc Yates in his recently acquired Lancia Fulvia Sport Zagato (above) and Gavin Watson in his Alfa Romeo 1750 GTAM, which helped flavour the Equipe '70s race. Italian exotica ownership is by no means a prerequisite for the series, which offers accessible entry into Equipe Classic Racing's friendly brand of historic sport.

WEEKEND WINNERS



EQUIPE LIBRE

Brian Caudwell (AC Cobra)

EQUIPE PRE-'63/50s

Mark Holme (Austin-Healey 3000)

GT & SPORTS CAR CUP

Chris Chiles Jr (AC Cobra)

EQUIPE '70s

Robin Ellis (Porsche 911 RSR, above)

EQUIPE GTS

Sam Kirkpatrick (MGB, below)

BCV8s

Race 1 Neil Fowler (BGT V8)

Race 2 James Wheeler (BGT V8)



ELITE CUTS THE MUSTARD Almost 50 years since Thornton Mustard entered club racing circles in the Tiger Shark Powerboats Van Diemen RF74, the veteran Devon-based food and drink marketeer still competes in Equipe Pre-'63/'50s events in an immaculate Lotus Elite. Mustard, 80, has raced a wide spectrum of cars in the interim, from a West-Tec Reynard-VW 893 in British F3's national class in 1991, through Aston Martin DB5 and Jaguars to the Ferrari 355 Challenge.



SPEEDY SISTERS STAR Emily Welch, 18, made her long-awaited race debut in the GT & Sports Car Cup, sharing a Denis Welch Motorsport MGB with sister Arabella, 20, who started last season. Overseen by parents Jeremy and Mel, the siblings did a superb job in hugely experienced company and were jointly awarded Driver of the Day. Arabella recently navigated, co-drove and spannered with her father to be first UK crew on a Fiat Panda raid to Morocco. She sees her future in rallying.

For full results visit: [tsl-timing.com](https://www.tsl-timing.com)

Bentley weathers GN threat to head VSCC Specials

DONINGTON PARK
VSCC
9 JULY

Last year's annual visit by the Vintage Sports-Car Club to the historic Donington Park circuit was marked by heavy downpours and this year was no different. However, despite major disruption to the programme towards the end of the day, in the main, the sun shone down on spectators and competitors for a fine afternoon of competition.

Racing started with the Donington Mug & John Goddard Trophies contest for VSCC Specials. The Llewellyn family's distinctive blue Bentley 3/8 single-seater was on pole thanks to Oliver Llewellyn's efforts, with Ben Maeers at the wheel of a demonic-looking GN Special alongside. The Bentley proved to be tricky to get away at lights-out, with the duo side by side into Redgate but, by Coppice, the Bentley was stretching its legs with a clear lead. Unfortunately, a pipe came loose under the bonnet of the Riley 12/4 TT Sprite Replica of Michael James, coating the track from Schwantz Curve to McLeans with oil. The race was red flagged to allow the slick to be cleared, with Maeers heading back to the paddock in a smoky



Llewellyn (l) was attacked at the start before Maeers' smoky exit

Special. Sadly, he failed to make the restart leaving Llewellyn to take an easy win.

The Allcomers Handicap Race for Pre-War Cars offered an appropriate reminder of Brooklands, where this format was often used. Numerous cars seemed to be heading for the ultimate win at different points. Graeme Witing, in particular, was putting in consistently quick lap times at the wheel of his Railton 8 Special but found the handicap he had been given was insurmountable. Despite this, given all the variables involved, it's a credit to the VSCC team that Anthony Seber's Wolseley Hornet

Special beat Nicholas Morley's Lagonda LG45 to the chequered flag by a mere 18 seconds after 15 minutes of racing.

By the time it was the turn of the Classic and Modern Motorsport Club's Classic Challenge race, most of the landscape outside the circuit boundary had been swallowed by the approaching cloud and rain. Lee Williams triggered another red flag by spinning his Jaguar Mk2 into the gravel at Roberts just before the heavens opened. The race time counted out before the rain eased enough to allow a restart so the results were declared with the MGA

Class act Brychta among the Brands Hatch winners

BRANDS HATCH
MSVR
8 JULY

With 170 drivers competing across five grids at Brands Hatch last Saturday, MotorSport Vision Racing has clearly found a successful formula for promoting its club racing events. However, with each series comprising up to 11 classes, the dicing and duels that are so often the trademark of the



Hollyman overcame the American muscle

famous Kent circuit were mostly lost to differences in horsepower.

The guesting Roadsports promised the day's closest race, the Parkin twins (Scott and Ryan) each starting a different Audi, then planning to swap at the changeover. However, post-qualifying checks led to Ryan's underweight car being disqualified, leaving one brother on pole and the other at the back. At the start, the Ginetta of Alec Livesley and the Lotus Elise of Jonathan Weston-Taylor both made claims on the lead, but Scott Parkin held firm, while Dylan Brychta (Audi RS3) set off in pursuit.

By mid-distance, Parkin held a five-second advantage but, as the pit window approached, Brychta knew the leader faced a 10s success penalty. Brychta came in first, Parkin a lap later, then as Parkin was waved away by his crew, Brychta passed the pits and gained the lead. Also making progress were Jonathan Packer's VW Golf, Andrew Bayliss's Porsche Cayman, and James Birch's two-litre Vauxhall Corsa,

all in the fight for Class B honours, but out front Brychta maintained the gap to win his maiden outing with the car.

The mixed grid of Bernie's V8s, Historic Outlaws and Porsches featured a fantastic array of machinery squaring off in tricky conditions. The Talbot Sunbeam Lotus of Martyn and Matthew Ellis got away well from pole, but Robert Hollyman's Porsche 911 was quicker out of Paddock and won the tussle through Druids. With the muscle cars struggling for grip, it was down to the two MGBs of Peter and Guy Samuels to provide the entertainment as Hollyman eased home.

Another combined grid comprised Intermarkes alongside the Super Saloons & Tin Tops. Lewis Smith took the first Intermarkes double of the year while, for the second weekend running, the crowd were treated to a glorious display of Holden power as Alex Sidwell held off Rod Birley to twice win his class.

Title rivals Tony Bishop and Karl O'Brien

WEEKEND WINNERS



MICK WALKER

DONINGTON PARK
DONINGTON MUG & JOHN GODDARD TROPHIES RACE FOR VSCC SPECIALS
Oliver Llewellyn (Bentley 3/8)

ALLCOMERS HANDICAP RACE FOR PRE-WAR CARS
Anthony Seber (Wolseley Hornet Special)

CMMC CLASSIC CHALLENGE
Steve Smith/Jack Smith (MGA, above)

LIGHT CAR RACE
Harry Colledge/Alex Peacop (Austin Chummy)

BILL PHILLIPS TROPHY RACE FOR STANDARD AND MODIFIED PRE-WAR SPORTSCARS
Christopher Mann (Alfa Romeo 8C Monza)

REDGATE MUG TROPHY RACE FOR FISCAR & PRE-1955 SPORTSCARS
Martin Hunt (HWM)

JOHN HOLLAND TROPHY RACE FOR VINTAGE CARS
Tom Walker (Amilcar Hispano Special)

AMSCHEL ROTHSCHILD, SHUTTLEWORTH & NUFFIELD TROPHIES RACE FOR PRE-WAR AND PRE-1966 RACING CARS
Justin Maeers (Cooper Monaco T49)

For full results visit: theresultslive.co.uk

BRANDS HATCH
ROADSPORTS
Dylan Brychta (Audi RS3)

BERNIE'S V8s & HISTORIC OUTLAWS/ CALM ALL PORSCHE TROPHY
Rob Hollyman (Porsche 911)

CMMC INTERMARQUE SILHOUETTES/ SUPER SALOONS & TIN TOPS
Races 1 & 2 Lewis Smith (Mercedes SLK Silhouette)

MONOPOSTO
Races 1 & 2 Karl O'Brien (Dallara F307, below)

BELL SPORT CHALLENGE SERIES
Race 1 Wayne Marrs (Ferrari 488)
Race 2 Andy Christopher (Ferrari 488)



GARY HAWKINS

For full results visit: tsl-timing.com

Colledge/Peacop Chummy topped Light Car masses



MICK WALKER

of Steve and Jack Smith the winner.

The following Allcomers Scratch encounter was abandoned but the skies began to clear for the day's finale, the Light Car Race. It was only the second time this century that the contest had taken place and the spectators who withstood the storm were treated to a highly entertaining event. Although Austin Sevens were a popular choice in the 37-strong grid, there was a huge variety to be found among the runners. The most unusual, and slowest, were a brace of Bedelia BD Tandems.

With cars limited to a maximum of

30bhp and 1500cc, the performance was such that the drivers could indulge in a less intense form of motorsport. Pleasantries were seen to be exchanged as one car passed another, while a pair of Austin Seven Chummys circulated side by side for some time as the occupants chatted. Among the good-natured fun, there was still serious racing, with the Maeers Morgan Sports Family snatching fourth from the fellow Morgan of Matthew Moore/Mark Daniell by three tenths, while the Chummy of Harry Colledge and Alex Peacop was triumphant.

STEPHEN MOSLEY

Brychta's Audi heads the Roadsports field on the GP loop



GARY HAWKINS

lined up with equally matched Formula 3 Dallaras for the Monoposto battles. Dan Gore's Jedi tried to spoil the race-one party but O'Brien and Bishop swiftly countered. Despite traffic, the gap was rarely more than a second, O'Brien holding firm. More of the same was expected for the sequel, but Bishop was absent, leaving O'Brien to win easily and lead the standings.

Holding the Ferrari front row for the Bell Sport Challenge opener, Wayne Marrs and Peter Smith already carried two wins each. Behind, Andy Christopher signalled his intentions by taking Smith on the run to

Druids. This allowed Marrs time to build a gap until Smith finally found a better line out of Clark to edge into second.

Everyone bar Christopher formed up on wets for race two. As the first green-flag lap ended, most realised their error and pitted for slicks. There was then double disaster for Marrs as his new rubber wasn't ready, requiring him to go back out then return a lap later. This left Christopher, with tyre heat and grip in abundance, to increase the margin and remain unchallenged.

STEVE HINDLE

Victory for Leonard as he makes Mondello Park return in Caterham

MONDELLO PARK
MPSC
8-9 JULY

Karl Leonard starred on his return to Mondello Park last weekend. In a rented Caterham, he joined the visiting 7 Race Series as the category crossed the Irish Sea. After qualifying third, he dropped back in the first two races before, in the finale, he initially ran fifth before making two places into Southside.

Following a brief safety-car intervention, Leonard began to hassle the leaders before displacing Anthony Barnes around the outside at Lola for second, and then grabbed the lead with a late lunge into Southside. He ran wide on the exit, though, and Mark Stansfield and Barnes both passed him. But Leonard

wasn't done and outbraked Barnes into Turn 1 for second before snatching the lead from Stansfield at 7A on the final lap to take a hugely popular win. Phil Jenkins had taken the honours in the opening race, with Stansfield winning the second.

Victor Cullen got the jump on his dad Michael off the line in the opening Stryker race and this, allied to an aggressive squeeze down into Turn 1, enabled him to grab the lead. When Michael snuck ahead down the inside into Southside, Victor used his father's trademark switchback move to retake the position, to the amusement of many. Cullen Sr eventually reasserted himself at the front, while a delighted Kevin McGrath just beat Victor for second. Michael made it a double win in the second race, from McGrath and Roger Welaratne.

Cullen Sr also scored the double in the Fiesta ST class, dominating race one from pole and charging up from sixth in race two to relieve Trevor Farrar of the lead late on, making it four wins from four for the second meeting in a row!

Elsewhere, Sean McGovern drove superbly to win the opening Fiesta Zetec race ahead of a horde of challengers, while in race two Keith Rabbitt held off a late attack from Dave Maguire to take the win.

Peter Barrable took the first Irish



BARRY CRAIG

Legends race but just lost out to Scott Jackson on the run to the line in the second. A hugely impressive performance by rookie Willie Lawrence culminated in him scoring the third victory, from David Yamamoto, with Barrable third.

Dan Polley snared Formula Vee honours, with Lee Newsome and Gavin Buckley shadowing him across the line. Ronan Doherty dominated the B/C race.

Bobby Joe McFall took the Junior Mini opener from impressive debutant Logan



McFall defied newcomer
Hoey for Mini double

BARRY CRAIG

Ferraris entertain on Scottish visit as Simpson stars

KNOCKHILL
SMRC
8-9 JULY

Ferrari may have somewhat fumbled its lines at Monza and Silverstone, but the Prancing Horse delivered fantastic action as the Ferrari Club Classic series made a visit to Knockhill last weekend.

Tristan Simpson backed up victory on the conventional clockwise configuration of the Fife circuit at the wheel of his F355 Challenge with a further two wins on the

reverse direction to take a clean sweep against firm competition.

The 328 GTBs of Gary Culver and Jim Cartwright took the fight to Simpson, who was fifth on the grid following a mechanical problem at the end of qualifying. Culver and Cartwright duked it out for the majority of the 20-minute opener on Saturday but were caught late on by the charging Simpson. Helped by the squabbling duo in front, Simpson got past Cartwright with two laps to go before making a decisive lunge to

the inside of Culver at Duffus Dip on the final tour to steal victory.

Having barely driven any laps around the Scottish circuit, Simpson had to learn a 'brand-new' track on Sunday. But that didn't change the name at the top of the podium as Culver missed race two due to clutch woes, allowing Simpson to lead home Cartwright. Culver somehow made it back out for the final race, which was just as well as the leading trio served up another nose-to-tail encounter. Simpson, despite a brief trip across the grass at the chicane on the opening lap, moved back into the lead and had just enough pace in hand to prevail from Culver by a tenth of a second. "It was pretty challenging – I knew Gary would be awesome under braking, but the fightback was quite fun," Simpson said.

Ryan McLeish dominated all three races on the anti-clockwise layout to carve into Stewart Black's Scottish Legends points lead. But it was perhaps his performance in Saturday's rain-soaked final where McLeish really left his mark, when he blitzed the field by a staggering 20s en



JIM MOIR

McLeish bagged four
Legends wins at Knockhill

WEEKEND WINNERS

MONDELLO PARK

7 RACE SERIES

Race 1 Phil Jenkins

Race 2 Mark Stansfield

Race 3 Karl Leonard

IRISH STRYKERS

Races 1 & 2 Michael Cullen

FIESTA STs

Races 1 & 2 Michael Cullen

FIESTA ZETECs

Race 1 Sean McGovern

Race 2 Keith Rabbitt

IRISH LEGENDS

Race 1 Peter Barrable

Race 2 Scott Jackson

Race 3 Willie Lawrence

FORMULA VEE IRELAND

Race 1 Dan Polley (LOH Sheane)

Race 2 Ronan Doherty (Sheane FV94)

JUNIOR MINI CHALLENGE

Races 1 & 2 Bobby Joe McFall

FORMULA BOSS IRELAND

Races 1 & 2 Tony Greenan

(Dallara-Mercedes F317)

IRISH TOURING CARS & SEAT SUPERCUP

Race 1 Shane Murphy (SEAT)

Race 2 Eddie Peterson (SEAT)

FUTURE CLASSICS

Races 1 & 2 Tomas O'Rourke (Honda Civic)

For full results visit: timing.ie

KNOCKHILL

FERRARI CLUB CLASSIC

Races 1, 2 & 3 Tristan Simpson

(F355 Challenge)

SCOTTISH LEGENDS

Races 1 & 2 Stewart Black

Races 3, 4, 5 & 6 Ryan McLeish

SCOTTISH FIESTA ST CUP

Races 1 & 2 Liam McGill (below)

SCOTTISH C1 CUP

Race 1 Sam Corson

Race 2 James Hitchen

SCOTTISH CLASSIC SPORTS & SALOONS

Races 1 & 2 Andrew Graham (Triumph TR8)



For full results visit: smart-timing.co.uk



Irishman Leonard scored dramatic win in the 7 Race Series finale

Hoey and Adam McNamara. In race two, McFall did the double, but only after he passed the fast-starting Hoey.

Another double winner was Tony Greenan, who dominated both Formula BOSS races, his F3 easily the class of the field. Shane Rabbitt drove well for second in his Formula Renault in race one, but in race two just lost in a frantic last-lap battle with Jonathan Fildes, up from the back.

Cian Walsh won the first Irish Touring Car race and looked set for the double until

he pulled in a lap early, thinking the race was over! This gave fellow Honda Civic driver Garreth Hayden the win. There were no such troubles for Shane Murphy, who claimed an action-packed SEAT Supercup opener from Graham McDonnell and Dave Maguire. Eddie Peterson later eased away to take race two from Brian Berry. Tomas O'Rourke avoided barrier time penalties to take a pair of Future Classic wins.

LEO NULTY



Simpson resists Culver to complete his hat-trick

route to victory. Black, who won two out of three Saturday races, limited the damage to his championship lead by taking a pair of second places on Sunday before finishing sixth behind guest Mark Beaty in the final.

It was a similar level of domination from Liam McGill, who cruised to a pair of victories in the Scottish Fiesta ST Cup races. From pole, McGill was only ever realistically threatened off the line but, once he got into his stride, he was rarely challenged. A multi-car crash just as the safety car was deployed marred the opener and caused significant front-end damage to Colin Main's Fiesta, which smashed into the pitwall.

A 1s penalty for gaining an unfair

advantage restricted the number of points defending Scottish C1 Cup champion Sam Corson was able to take out of current table-topper Dan Martin's lead. Corson took victory in the first race and initially finished second in race two, but was demoted to third behind Martin for a bump-and-run pass earlier in the contest. James Hitchen was a relatively comfortable race-two winner by 1.7s.

Andrew Graham fought back from cooling and brake problems on his Triumph TR8 in qualifying to pick up a pair of victories in the Scottish Classic races, beating Colin Calder's Ginetta and Charlie Cope's VW Golf.

STEPHEN BRUNSDON

FINISHING STRAIGHT



An unexpectedly moving celebration of Mansell mania



SKY DOCUMENTARY WILLIAMS AND MANSELL RED 5

Nigel Mansell was part of arguably the most exciting era of Formula 1, the drama and rivalries with Ayrton Senna and Nelson Piquet defining his time in the competition.

Mansell's F1 story is well known, his nearly-man status being shattered – finally – in 1992 when he drove the all-conquering Williams FW14B to world championship success. This story is told in a fascinating way with archive footage and behind-the-scenes video meshed together to provide extra insight to those hearing this tale for the hundredth time.

The documentary begins with a clip detailing the epic battle between the British driver and Ayrton Senna at Monaco in 1992, in an early bid to build Mansell as a hero to

root for while also casting him as the perennial bridesmaid.

Starting from his time in go-karts, Mansell explains how financial problems ultimately led to the breakdown in his relationship with his father Eric, after a deal was agreed that he could go racing once he had safeguarded his future by completing his qualifications.

However, after this target had been achieved, Mansell reveals that his father laughed at him and questioned where he thought the money would come from. Their relationship never recovered from this dispute, something that Mansell says is “sad for me to share”.

It's in these emotional moments that this documentary truly shines, with Mansell and the other featured voices talking about the tougher moments of his career. Included on this list is the death of Mansell's “father figure” Colin Chapman, who had gambled by signing the then-relatively unproven driver to his Lotus F1 squad. This loss “devastated” Mansell and caused his life to “lose direction”.

The most poignant moment comes when discussing Mansell's 1986 championship heartbreak following a tyre blowout at

the season-ending Australian Grand Prix in Adelaide. While Mansell remains understandably affected by those events, the tears begin to flow when he reflects on his BBC Sports Personality of the Year win following that campaign, something he describes as a “far bigger honour” than winning the world title because it is voted for by the fans.

You may have noticed that there has so far been a distinct lack of any mention of Williams in this review, and that's because, for the most part, this aspect of the documentary is secondary to Mansell's story. Yes, there is mention of how Frank Williams secured sponsorship from the Saudi Arabian national airline, and his horrific car crash in 1986 that rendered him a tetraplegic, but very little new ground is trodden.

The voices featured telling this story may be heavily weighted towards the team – former press officer Ann Bradshaw, former manager of sponsorship and public affairs Peter Windsor, and ex-driver and brand ambassador Jenson Button – but the Williams aspect certainly feels like a necessity more than anything else, given that this was the team with which

Mansell back
in his Williams
FW14B at last year's
Goodwood Festival
of Speed



Champion at last: Mansell celebrates, Hungary 1992

Mansell was synonymous.

That said, Mansell's stint at Ferrari is passed over extremely quickly, with almost as much time devoted to his short-lived retirement following his Maranello exit.

The documentary concludes with Mansell's return to the cockpit of his FW14B at last year's Goodwood Festival of Speed, which is timely given that this year's event will take place this weekend.

Without question, this is must-see viewing for any F1 fan and, for those unfamiliar with Mansell's story or who have been introduced to the championship through Netflix's *Drive to Survive*, expect to see a journey that is a million miles from those taken by many of the 20 drivers that make up the modern-day grid.

It's absorbing and emotional – if you can survive this one without feeling at least a sizable lump in your throat, you will have done well!

SAM HALL



[autosport.com/podcast](https://www.autosport.com/podcast)



British Grand Prix review

Martyn Lee is joined by Matt Kew and Sam Hall to dissect the British Grand Prix after Lando Norris and Lewis Hamilton thrilled the Silverstone fans by joining Max Verstappen on the podium.

WHAT'S ON

INTERNATIONAL MOTORSPORT

Formula E

Round 10/11

Rome, Italy

15-16 July

TV Live

Channel 4, Sat 1330,
Sun 1330,
Eurosport 2 Sat 1350,
Sun 1400

IndyCar

Round 10/17

Toronto, USA

16 July

TV Live Sky Sports F1,
Sun 1830

Super Formula

Round 5/7

Fuji, Japan

16 July

TV Live on
Motorsport.tv, Sun 0615

GT World Challenge Europe Sprint Cup

Round 2/5

Misano, Italy

15-16 July

TV Live Sky Sports F1,
Sat 1245

TV Highlights Sky Sports
F1, Sun 2100

ADAC GT Masters

Round 3/6

Nurburgring, Germany

15-16 July

TV Live Viaplay, Sat 1400,
Sun 1400

European Le Mans Series

Round 2/6

Paul Ricard, France

16 July

TV Live on
Motorsport.tv, Sun 1030

NASCAR Cup

Round 20/36

New Hampshire, USA

16 July

TV Live Viaplay, Sun 1900

NASCAR Xfinity

Round 18/33

New Hampshire, USA

15 July

TV Live Viaplay, Sat 1930

UK MOTORSPORT

Goodwood Festival of Speed

13-16 July (see page 50)

Brands Hatch HSCC

14-16 July

500 Owners Association,

Aurora Trophy/Classic F3,
Classic FF1600, Griffiths
Haig, Historic F2, Historic
F3, Historic FF1600,
Historic FF2000, Historic
Formula Junior, Historic
Modsports & Special
Saloons/70s Road Sports,
Historic Road Sports,
Thundersports/
Guards Trophy

Castle Combe CCRC

15 July

FF1600, GT,
Hot Hatch, Saloon

Oulton Park BRSCC

15 July

Clubsport Trophy, Fun
Cup, Modified Ford, Super
Classic Pre-'99 FF1600

Donington Park MSVR

15-16 July

Clubmans Sports
Prototype, EnduroKa,
Miata Trophy, MSVT
Trackday Trophy, Sports
2000, Super Series

British Hillclimb Championship

Round 8/14

Bouley Bay, Jersey
19 July

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16/17 Dec 2023	Portimão /P - Race days
11/12 Jan 2024	Estoril /P - Test days
13/14 Jan 2024	Estoril /P - Race days
8/9 Feb 2024	Jerez /E - Test days
10/11 Feb 2024	Jerez /E - Race days
15/16 Feb 2024	Valencia /E - Test days
17/18 Feb 2024	Valencia /E - Race days
29/1 Mar 2024	Aragón /E - Test days
2/3 Mar 2024	Aragón /E - Race days
7/8 Mar 2024	Barcelona /E - Test days (tbc)
9/10 Mar 2024	Barcelona /E - Race days (tbc)

MORE THAN 15 ADDITIONAL
RACE TEST DAYS ARE BOOKABLE

RACE TEST DAYS

1/2 Jul 2023	Estoril /P
9 Jul 2023	Nürburgring GP /D
18 Jul 2023	Nürburgring Sprint /D
8/9 Aug 2023	Lausitzring /D
9 Okt 2023	Hockenheimring /D
16/17 Jan 2024	Portimão /P
18/19 Jan 2024	Portimão /P
24/25 Jan 2024	Jerez /E
2/3 Feb 2024	Portimão /P
4/5 Feb 2024	Portimão /P





Malthe Jakobsen

Peugeot's new WEC junior already has a Le Mans podium to his name

JAMES NEWBOLD

With 13 Danish drivers entered in this year's Le Mans 24 Hours, the Nordic country hasn't struggled for sportscar racing talent since Tom Kristensen's 2014 retirement. And in Thisted-born 19-year-old Malthe Jakobsen, a podium finisher in LMP2 Pro-Am on his event debut, it has another prospect who may soon join compatriots Nicklas Nielsen (Ferrari), Michael Christensen (Porsche) and Mikkel Jensen (Peugeot) in the top class.

Since trading karts for Formula 4 aged 14, Jakobsen has built up a wealth of car racing experience and is already into his sixth season. He made his sportscar debut in 2020 with RLR MSport in the European Le Mans Series' LMP3 division and ended 2022 as the champion, with a perfect record of pole positions, for Cool Racing. He also scooped Sebring 12 Hours spoils in a partial IMSA campaign with Sean Creech Motorsport.

Jakobsen has a greater appreciation for

the acute compromises necessary in sportscars than many of a similar age and this, he believes, is why "it was healthy that I started in P3s". "That's basically what I've been used to for the past three years," he explains. "I can see the benefit now because I'm fully comfortable with it."

This maturity meant he was well-placed to take full advantage of his Peugeot call-up to last November's Bahrain rookie test. His impressive showing aboard its 9X8 Hypercar meant it was no surprise when he was signed to a junior deal that involves simulator and test mileage. "The goal all my life has to be one day a professional racing driver, to make a salary out of racing cars," he states. "To have a junior contract with such a big manufacturer as Peugeot at 19 years old is probably even more than I expected."

Jakobsen graduated to LMP2 with Cool for the Asian LMS and, in a vote of confidence, team co-owner Nicolas Lapierre stepped aside for the second double-header in Abu Dhabi. Jakobsen repaid his faith by stylishly winning the opener with fastest lap to boot, alongside gentleman driver Alexandre Coigny. Together with Lapierre, they finished third in Pro-Am and fourth overall in the Barcelona ELMS opener, then took away silverware from Le Mans too.

Jakobsen has met Danish sportscar idol Kristensen "a couple of times" and

CV



Age	19
2023	2nd in Le Mans 24 Hours LMP2 Pro-Am
2022	2nd in Asian Le Mans Series P2 1st in European Le Mans Series LMP3, 1st in Sebring 12 Hours LMP3, Peugeot Hypercar test
2021	9th in ELMS LMP3, 7th in Asian LMS LMP3
2020	10th in ELMS LMP3
2019	1st in Danish F4

"TO HAVE A CONTRACT WITH PEUGEOT AT 19 YEARS OLD IS EVEN MORE THAN I EXPECTED"

says "it's nice to see him holding an eye on all the new upcoming drivers from Denmark". It's early days still, but he's going the right way about making people outside Denmark take notice too. 🏆



FROM THE ARCHIVE

The Brabham BT44B of Carlos Pace rockets ahead of polesitter Tom Pryce's Shadow DN5 at the start of the 1975 British Grand Prix. Pace would enjoy two stints at the head of the

field to Pryce's one, but both ended their races in the Silverstone catch-fencing due to outbreaks of rain that brought chaos. Pryce slid out of the lead during the first downpour on lap 21 of the intended 67, and Pace was

among the multitude of hapless drivers scuppered by a cloudburst that also brought the race to an undignified end after 56 laps. Pace was still classified second, behind Emerson Fittipaldi's McLaren M23.



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There's a level of familiarity that 2003 Le Mans 24 Hours winner Guy Smith experiences whenever he visits the former Mosport track, since 2012 known as Canadian Tire Motorsport Park. And that's not just down to the many times he's driven the FIA Grade 2 circuit's 2.459 miles of challenging asphalt winding through the Ontario countryside. Scarborough and Whitby are within an hour's drive, while Hull is just under four hours to the north in Quebec. The Yorkshireman jokes that the host of eight Canadian Grands Prix between 1967 and 1977 is "almost like a home from home".

Smith first sampled the track in his rookie season of sportscar racing in 2000 as team-mates with Stefan Johansson in the American Le Mans Series. "I remember he told me, 'You're going to enjoy Mosport, it's one of the old-school circuits', and I really took to it from the start," Smith says. "It's quite a short track and it flows, so it's one of those tracks that you get into a really good rhythm. You feel like you're on the edge. The car is dancing around, there's quite a lot of elevation change, so that also makes it feel a little bit quicker."

The last visit of a world championship category was in 1985, when Manfred Winkelhock crashed fatally at Turn 2. Today Smith believes prototypes in the IMSA SportsCar Championship are "almost slightly too fast for it, it's on



that cusp", but reckons "that's what makes it fun to drive".

Smith cites the 2006 race as his favourite Mosport memory, one of three occasions he finished runner-up at the track. That year, in a Dyson Racing Lola-AER, he closed to within three seconds of Allan McNish's Audi R10, and recalls feeling "in the zone".

"It was like being in a video game," he says. "There's not many circuits that give you that same feeling where there's no time to rest. At Mosport you're into a corner, into the next one, into the braking zone. It's quite tight and narrow, so you're very focused."

Another appealing factor at Mosport for Smith is its "great fanbase". "It's always a really good event, the crowds support it well," he adds. "I just enjoyed being there."

JAMES NEWBOLD



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